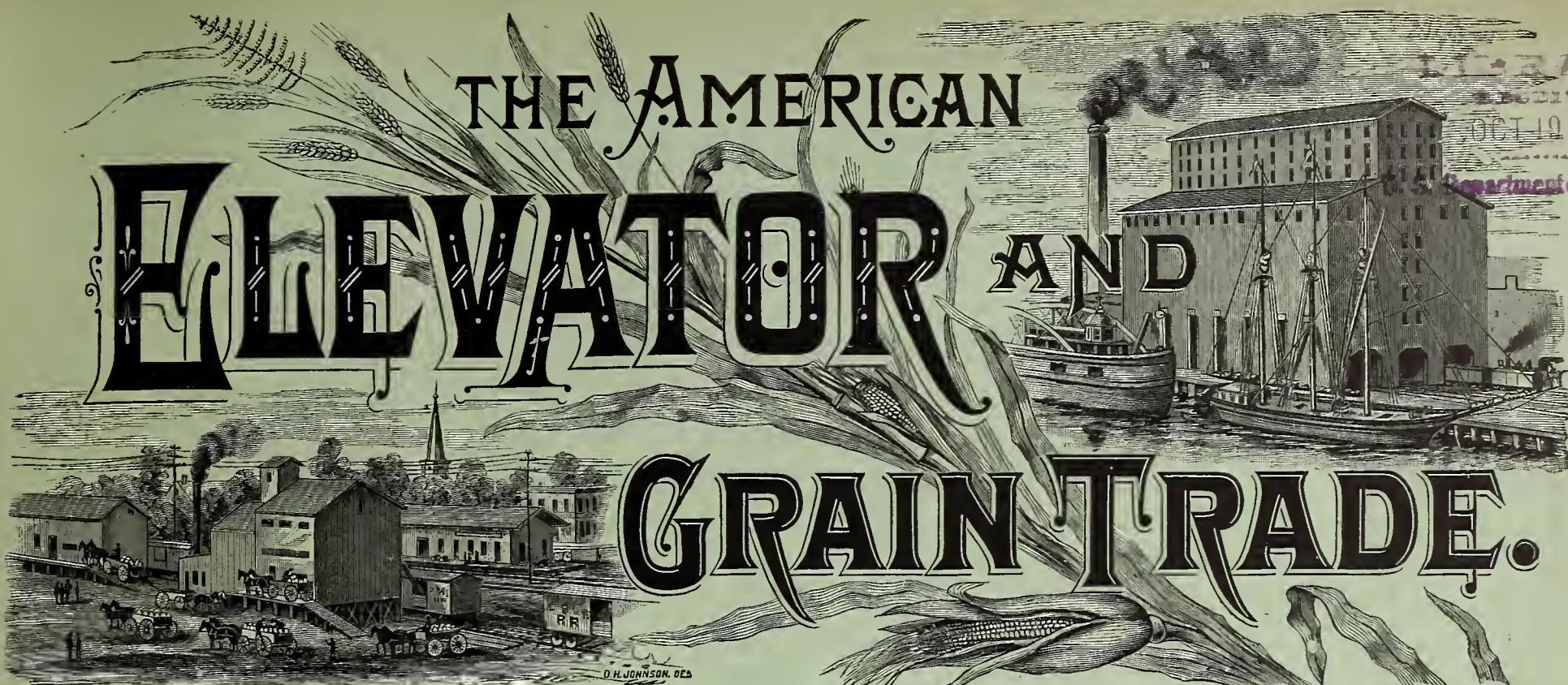


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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XXV.

CHICAGO, ILLINOIS, OCTOBER 15, 1906.

No. 4.

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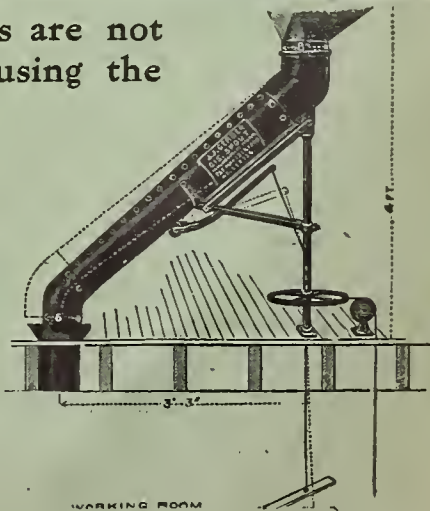
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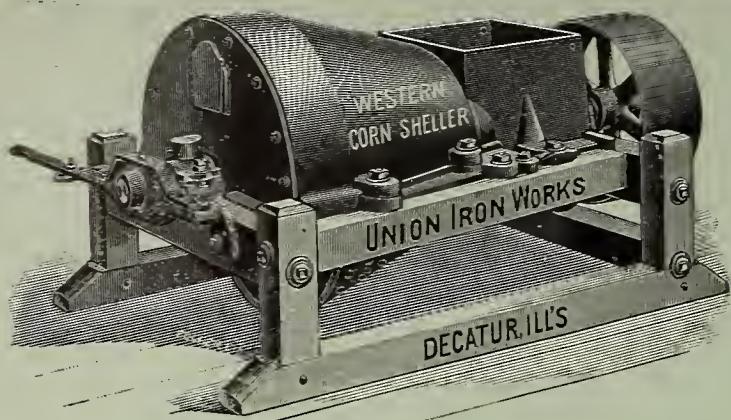
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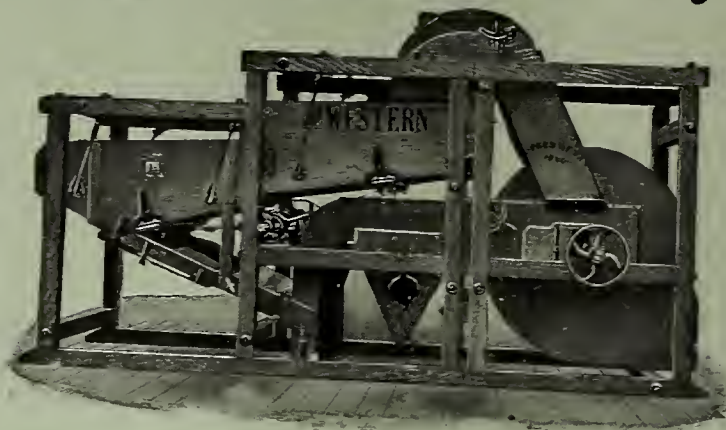
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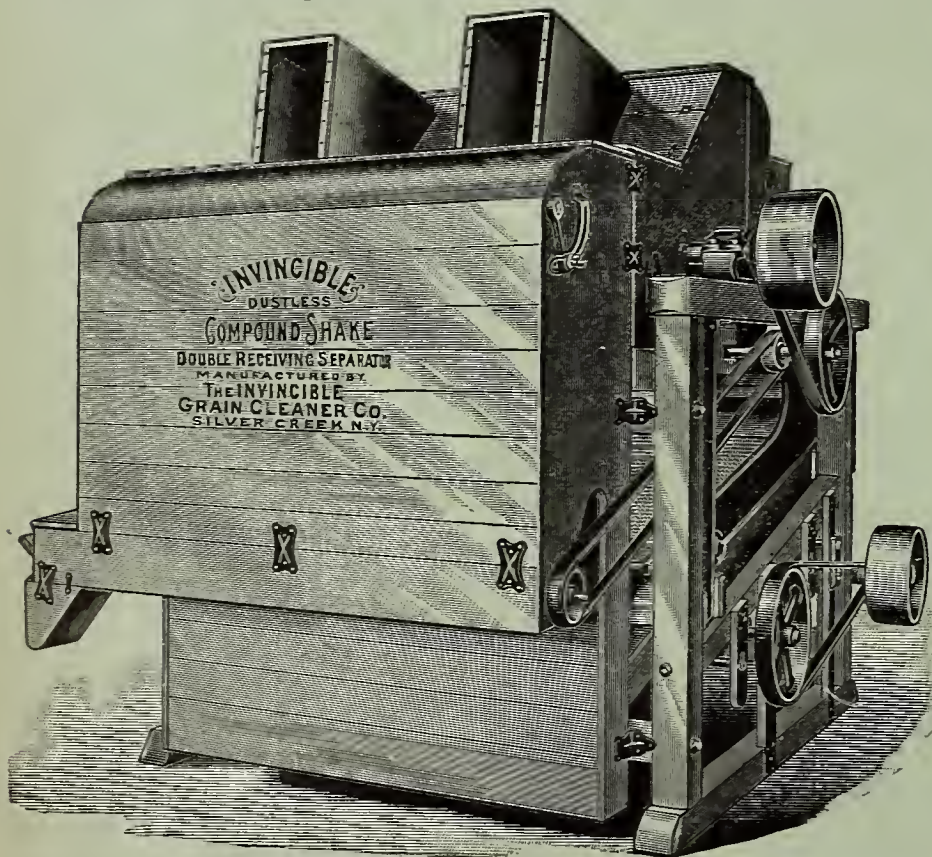
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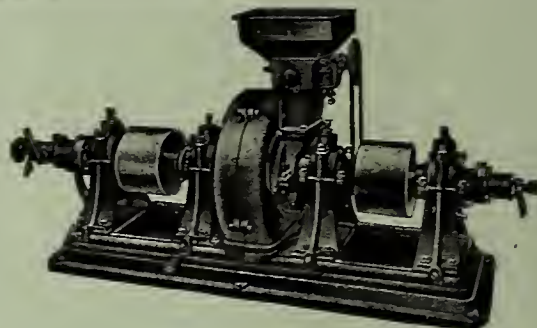
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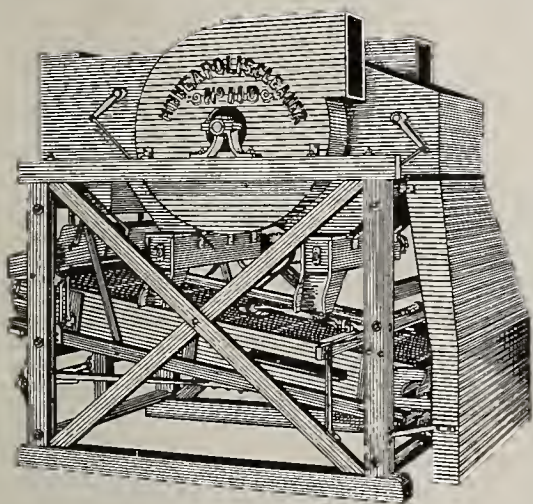
THEY REQUIRE LESS SPACE AND POWER

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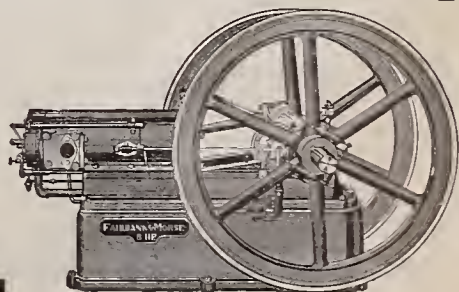
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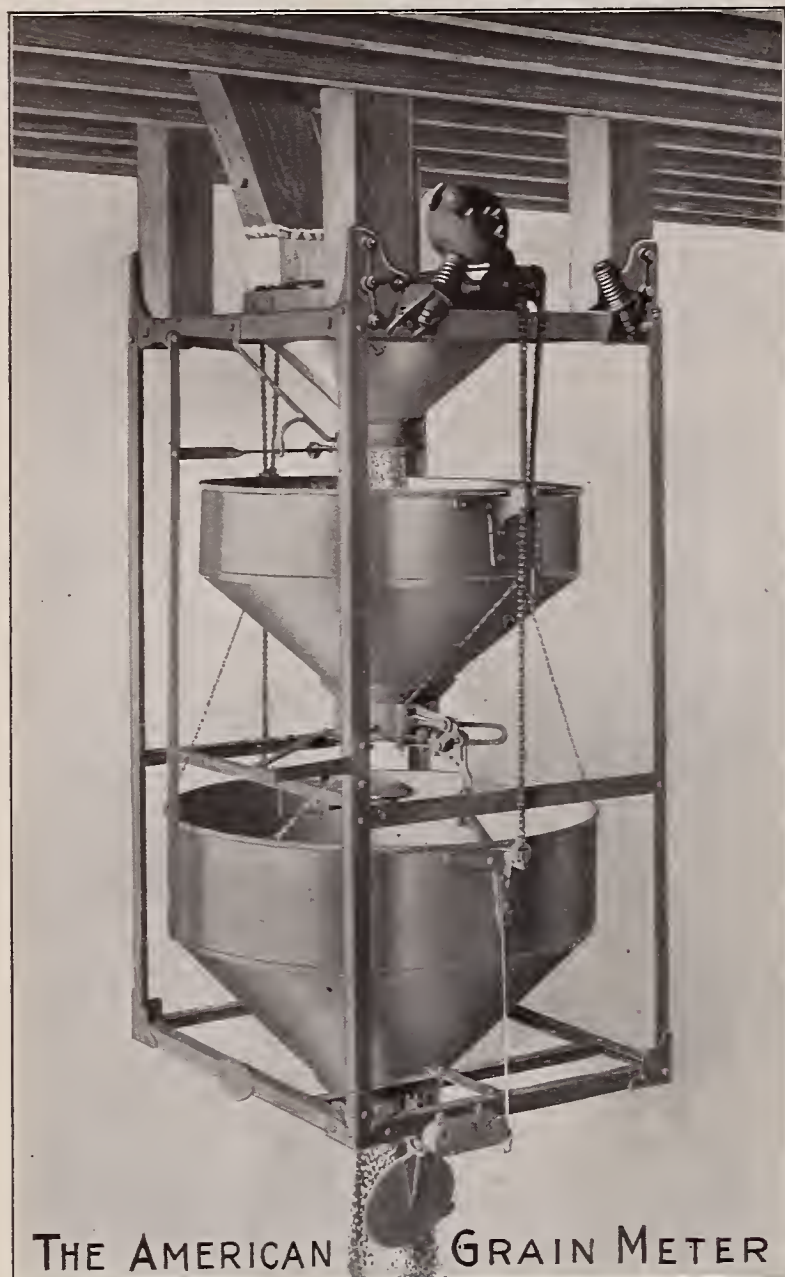
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Is the **AMERICAN GRAIN METER** Accurate?**AFFIDAVIT**State of Ohio, } ss.
Champaign Co., }AMERICAN GRAIN METER
VS.
R. R. TRACK SCALES

We, the undersigned, hereby certify that on June 15th and 16th, 1906, we weighed the corn loaded into Erie cars No. 71904 and No. 107097 at the elevator of J. L. Bowlus, at Bowlusville, Ohio.

The empty cars were first weighed on R. R. Track Scales, which had recently been tested. They were then loaded, the corn passing through an American Grain Meter, which automatically weighed and registered it. The loaded cars were then weighed.

The results were as follows:—

	Car No. 71904	Car No. 107097
Net weight, Track Scales—	50,400 lbs.	50,568 lbs.
Weight, American Grain Meter—	50,380 lbs.	50,630 lbs.

Variation - - - - -	20 lbs.	62 lbs.
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It rained on Car No. 107097 while it was being loaded and also on the track scales, which would reduce the variation of 62 lbs.

J. H. Powers
Notary Public for S. B. Payne & Watson, O.
J. L. Bowlus

Signed and sworn to before me this 16th day of June, 1906.

Wm. Rock Justice of the Peace
In and for Champaign Co. O.

AMERICAN GRAIN METER { **ACCURATE**
RELIABLE
PRACTICAL

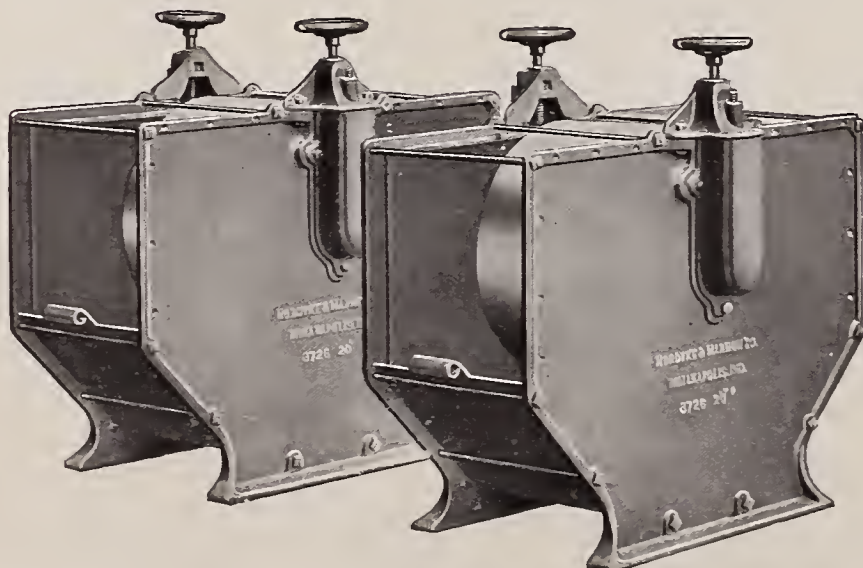
—Automatic Grain Weigher for the Country Elevators—

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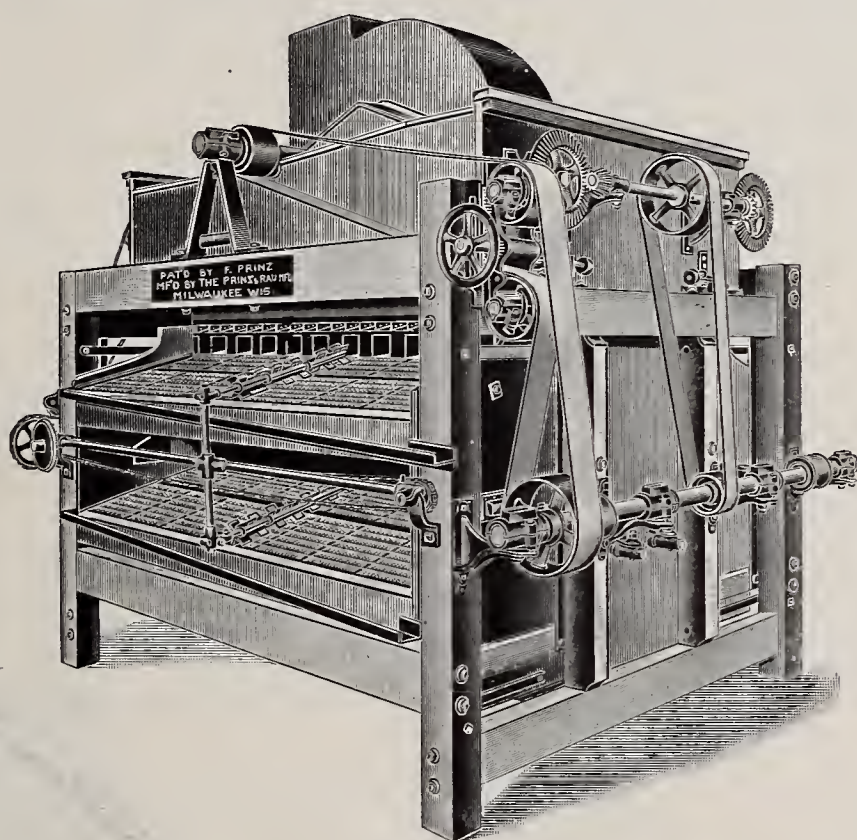
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THE PRINZ IMPROVED AUTOMATIC SEPARATOR FOR WHEAT, OATS OR BARLEY



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LARGE
CAPACITY
—○—

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LIGHT
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**THE ONLY SEPARATOR ON THE MARKET THAT MAKES
PERFECT SEPARATIONS ALL THE TIME**

BECAUSE it has a roll feeder controlled by a sensitive feed gate, which distributes the grain evenly over the full width of sieve.

BECAUSE it has a patented sieve cleaner working on top of the sieves, and does not depend on irregular hand cleaning.

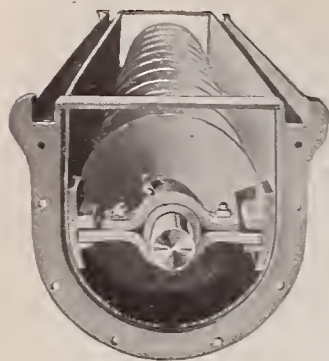
BECAUSE it has a wide sieve with a short travel, taking the fine seeds out at the head of each sieve.

BECAUSE the perforations in the sheet steel sieves do not increase in size by wearing, as they do in zinc-covered sieves.

BECAUSE the machine is supplied with large, slow-running fans, which make perfect air separations.

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HELICOID

Catalog
28

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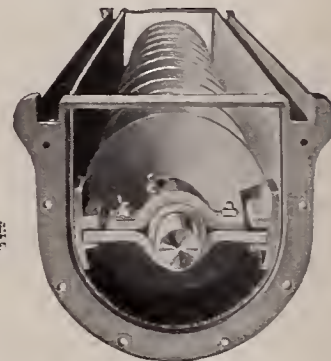
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We Economically
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Heads, Legs, Etc. Ask for Prices.



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Show the value of any number of bushels or pounds of
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If you buy the "BEST" scale your competitor cannot get a better one.

DO IT! IT'S GOOD BUSINESS FOR YOU.

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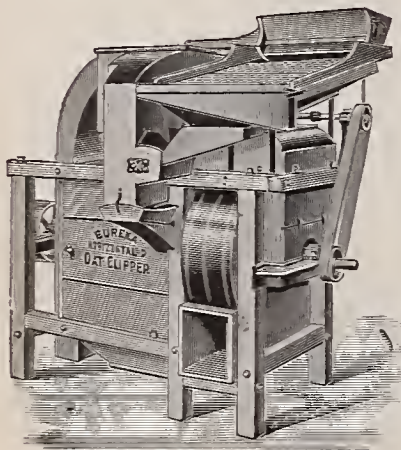
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"Eureka" Oat Clipper



Is the most efficient, economical and serviceable machine, clipping and cleaning without waste.

Two strong, controllable air separations. Perfect ventilation of the clipping cylinder. Adjustable Beaters. Light or heavy oats clipped uniformly.

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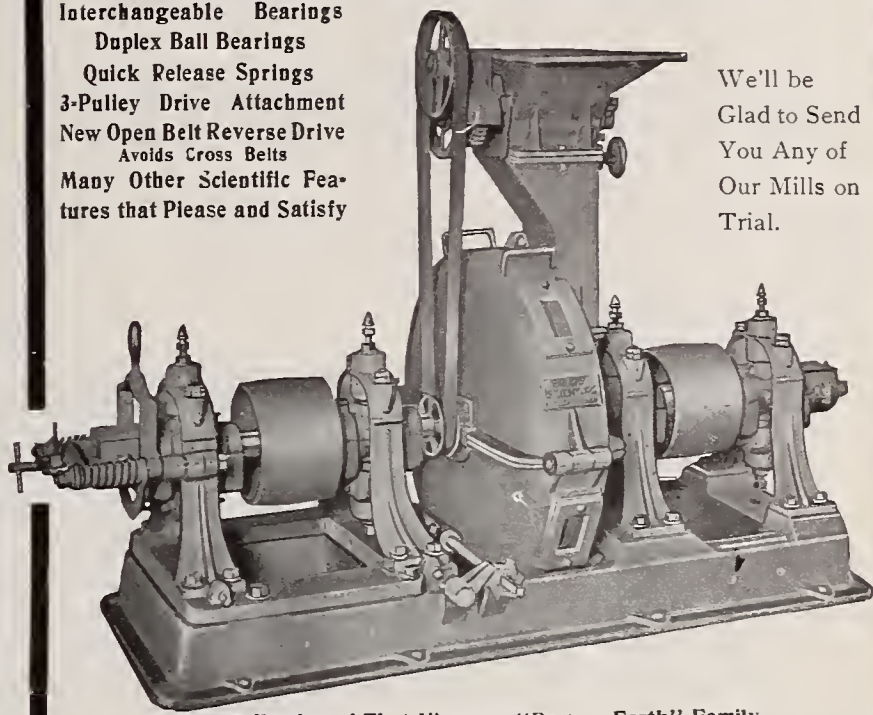
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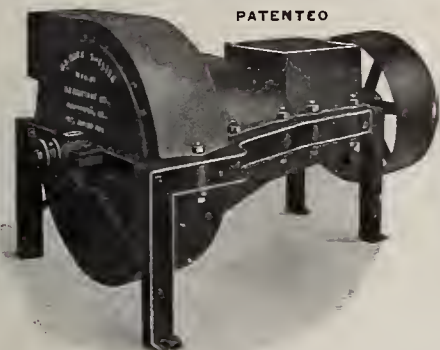
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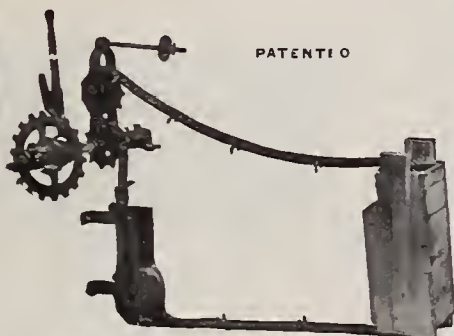
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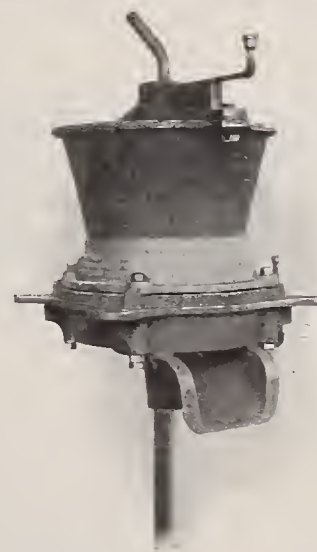


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BACK PRESSURE

makes your fan tired and costs you good
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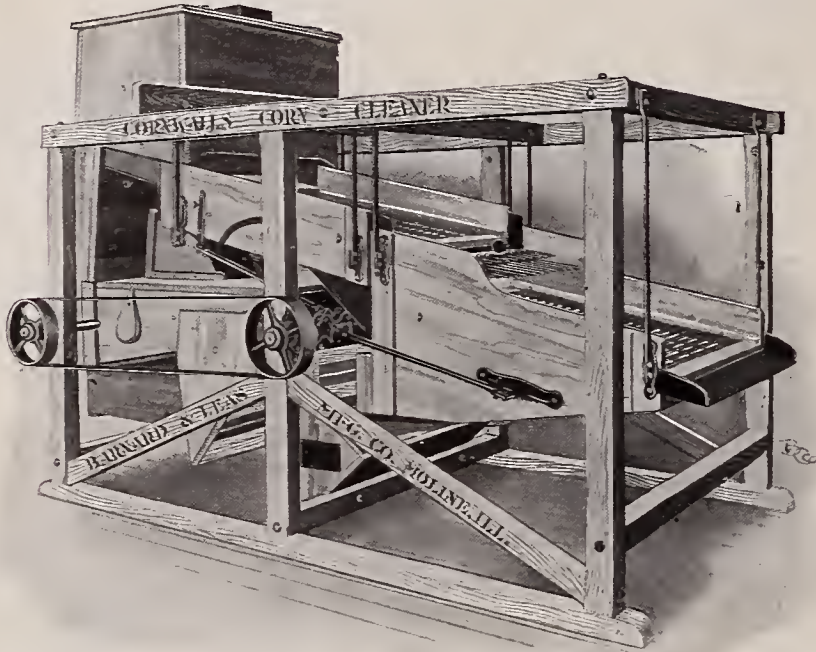
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To handle this crop to best advantage you will need a



**VICTOR
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and a

**CORNWALL
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Both machines are standard and leaders of their class.

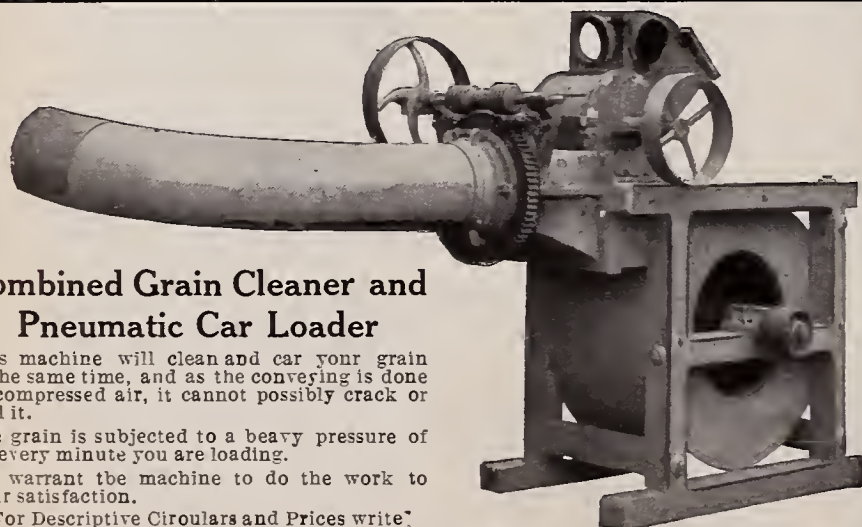
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This machine will clean and car your grain at the same time, and as the conveying is done by compressed air, it cannot possibly crack or mill it.

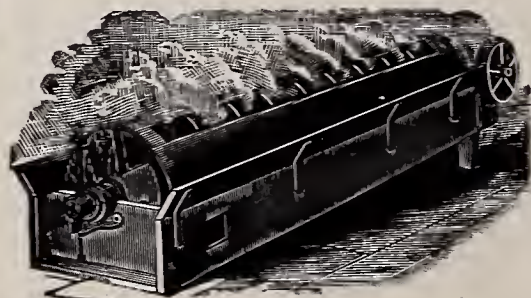
The grain is subjected to a heavy pressure of air every minute you are loading.

We warrant the machine to do the work to your satisfaction.

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Which is also a successful

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It leaves the Wheat in Perfect Condition for the Rolls. Will also dry
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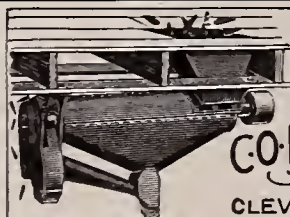
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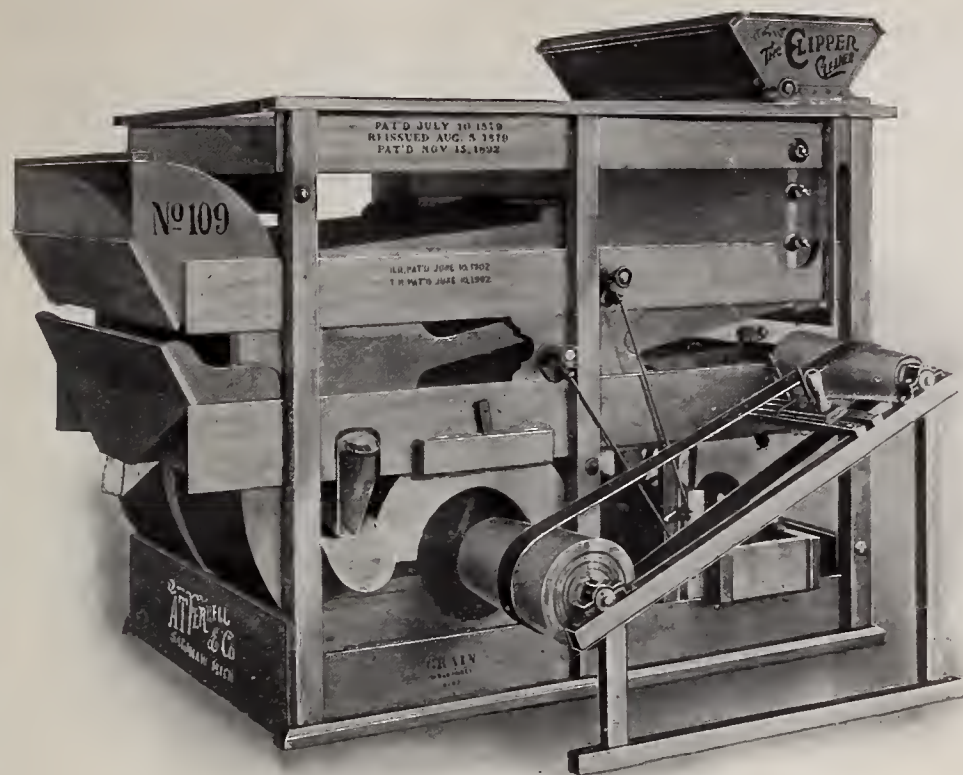


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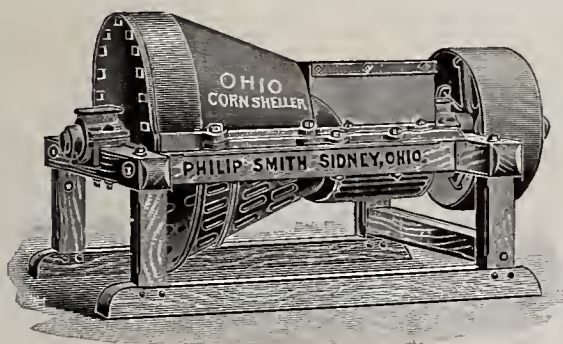
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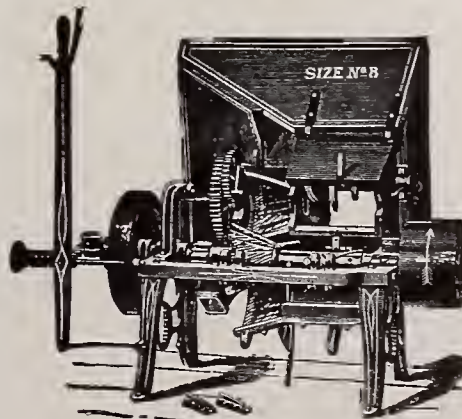
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(Sold with or without sacking elevator)



It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS, DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

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SEVEN SIZES : 2 to 25 H. P.

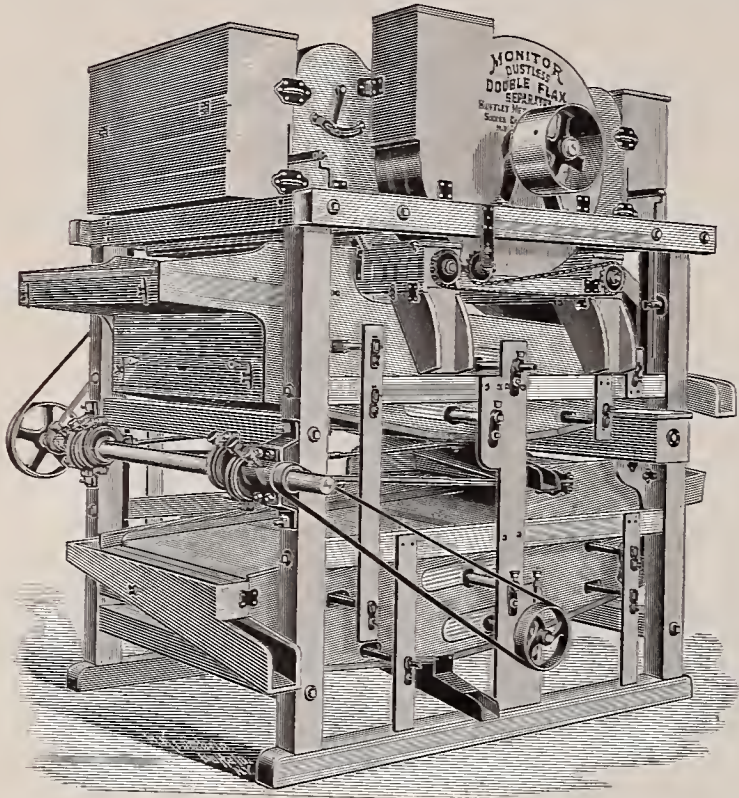
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Drive pulley overhung. Belt to it from any direction.
Makes complete independent outfit.

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FOUR PEERLESS FLAX SEPARATORS

ENDORSED BY THE TRADE EVERYWHERE



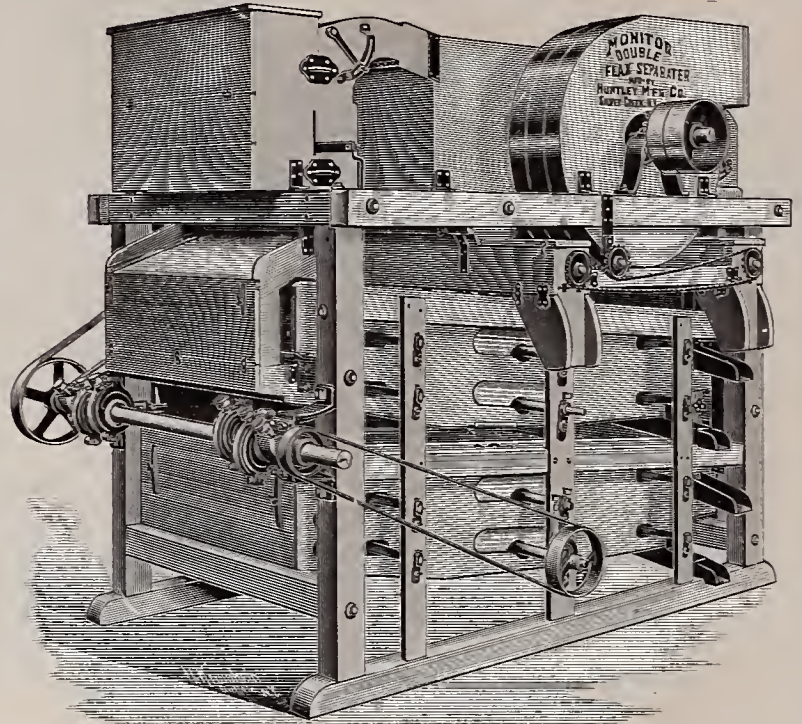
Monitor Dustless Double Flax Separator
Style A

HUNTLEY MFG. CO., Silver Creek, N. Y.

GENTLEMEN:—The Flax Cleaner installed in our Elevator by Honstain Bird Co. of Minneapolis, Minn., has given us the best of satisfaction both for flax and grain. It is a good cleaner.

FARMERS ELEVATOR CO.,
M. V. Zinwell, Pres.

NORTHWOOD, N. DAK.



Monitor Dustless Double Flax Separator
Style B

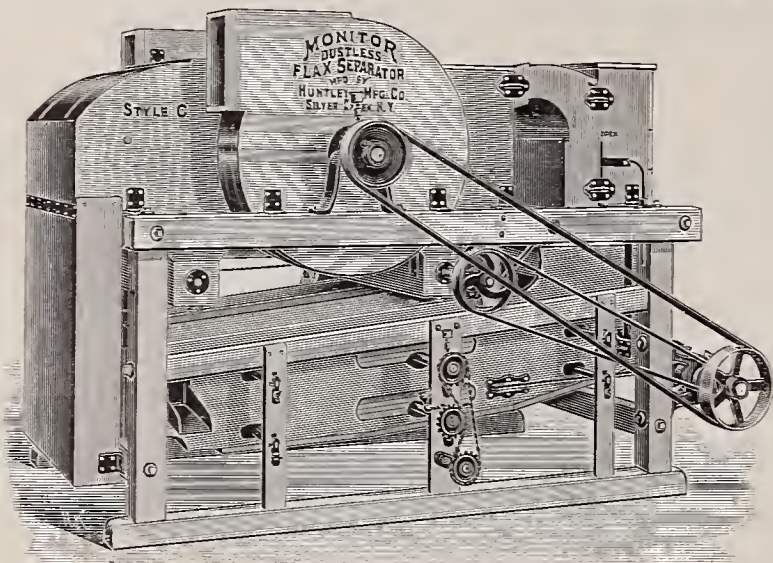
THE VULCAN IRON CO., Winnipeg, Man.

DEAR SIR:—In reply to your inquiry, we beg to state that the Monitor Double Flax Separator No. 4 B. that you sold us last fall has been very satisfactory. We have not tested it up to its full capacity, but we are entirely satisfied with it.

Yours truly,

J. A. BODY & CO.

WINNIPEG, MAN.



Monitor Dustless Single Flax Separator
Style C

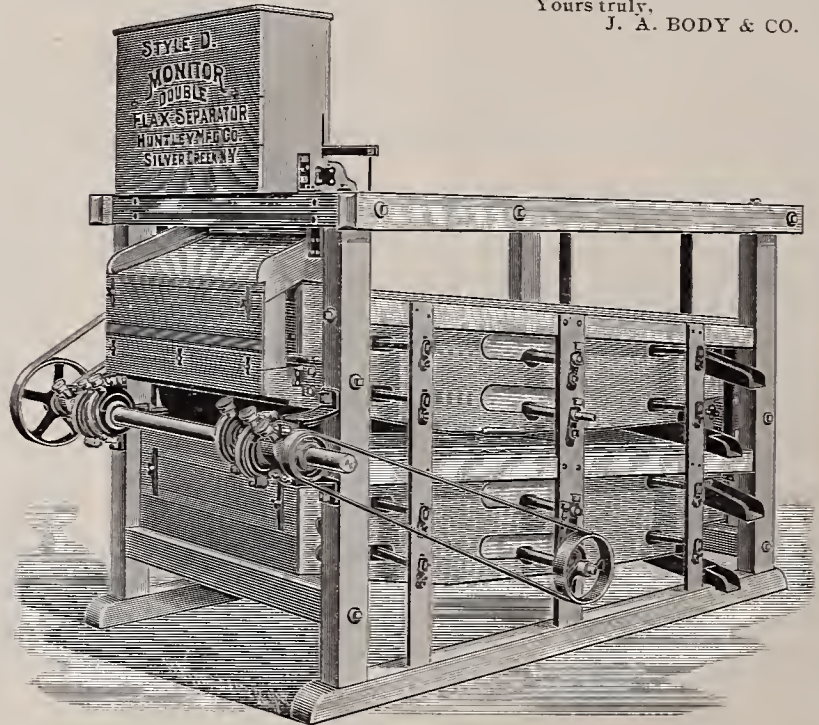
HUNTLEY MFG. CO., Silver Creek, N. Y.

GENTLEMEN:—Answering your favor of the 19th inst., we take pleasure in saying that we purchased one of your large Flax Cleaning Machines about a year ago and the same has been used in our Mills since that time. The machine does the work in a first-class manner and we find same entirely satisfactory.

Yours truly,

RED WING LINSEED MILLS.

RED WING, MINN.



Monitor Double Flax Separator
Style D

HUNTLEY MFG. CO., Silver Creek, N. Y.

GENTLEMEN:—Your favor of the 19th inst. received. In reply will state that we have been using one of your Flax Cleaners in our cleaning house since 1901, and the same gives good satisfaction. We find that this machine will clean from 450 to 500 bushels per hour.

Yours truly,

SLEEPY EYE MILLING CO.

SLEEPY EYE, MINN.

ASK THE MAN WHO OWNS ONE — HE KNOWS!

Or write us for further information and complete catalog all about flax and flax machinery

HUNTLEY MFG. CO., Silver Creek, N.Y.

BRANCH OFFICES:

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316-318 4th Ave., South, Minneapolis, Minn., A. F. Shuler, Agent
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No. 10, Board of Trade, Kansas City, Mo., H. C. Draver, Southwestern Agt.
Berger, Carter Co., Pacific Coast Agents, Mississippi and 17th Sts., San Francisco, Cal.



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

Vol. XXV.

CHICAGO, ILLINOIS, OCTOBER 15, 1906.

No. 4. { ONE DOLLAR PER ANNUM,
SINGLE COPY, TEN CENTS.

NEW ELEVATOR AND MILL AT ST. BONIFACE, MAN.

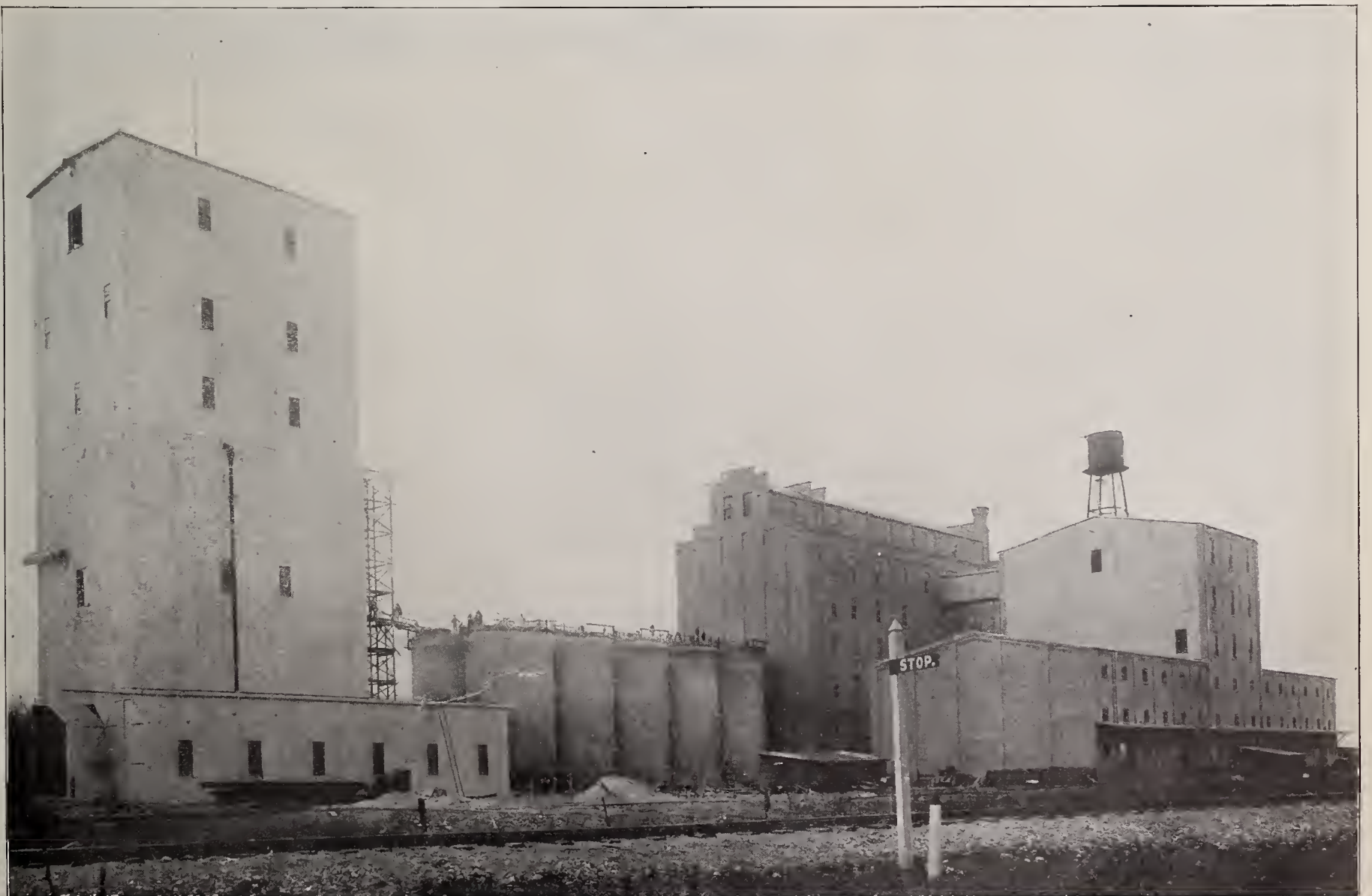
There are not very many finer plants anywhere than the elevators and mill of the Western Canada Flour Mills Co. at St. Boniface, near Winnipeg, Man. This company owns mills at Brandon, Man., and at Goderich, Ont., but none is so extensive as the St. Boniface buildings, with 100,000-bushel working house, 400,000-bushel tanks, 500-barrel mill and 70,000-barrel warehouse. The en-

tire plant was built by the grain elevator department of the James Stewart Co. of Chicago and was completed only a short time ago.

The receiving and cleaning elevator shows in the left of the picture and is a wooden structure covered with galvanized iron. Two receiving legs take grain from cars on the two receiving tracks which run the length of the unloading shed in the foreground and have a capacity of 8,000 bushels per hour each. There is also one shipping leg with a capacity of 10,000 bushels per hour and

two cleaner legs for feeding the grain cleaners.

The three Invincible Cleaners with which the house is equipped are situated half way up the building, with bins above and below, so that they can be run for a given time without the use of a leg. After the grain is cleaned it is sent by belt conveyor through a tunnel beneath the tanks to the mill or is deposited in the tanks for storage. The elevator is also furnished with three Fairbanks 1,000-bushel Hopper Scales and is equipped with Day's Dust Collecting System.



WORKING ELEVATOR, GRAIN TANKS, MILL, ETC., OF THE WESTERN CANADA FLOUR MILLS CO., ST. BONIFACE, MANITOBA.

The ten tanks are built of reinforced concrete and are said to be the first of this kind to be built in the Northwest.

The mill is a brick structure and equipped with machinery of the Nordyke & Marmon Co. pattern, built at Indianapolis, Ind.

The flour warehouse deserves special mention through its system of conveyors, which were supplied by Stephens & Adamson Manufacturing Company, as was also the transmission and conveying machinery in the elevator. After the wheat is manufactured into flour in the mill it is conveyed to the warehouse, where it is packed in the two top stories. It is then distributed through the warehouse or into cars by slides, or belt conveyors, which are admirably arranged for this purpose.

The entire plant is operated by dynamos of Allis-Chalmers type, the power being supplied from Lac de Bonner, 60 miles distant. The several buildings, except the fireproof storage tanks, are equipped with automatic sprinklers supplied from a tank supported on a steel tower 150 feet high.

The officers of the company owning and operating the plant are: A. Kelley, president; J. L. Parish, secretary; S. A. Magaw, general manager.

[For the "American Elevator and Grain Trade."]

SUGGESTIONS TO COUNTRY SHIPPERS FOR HANDLING THE 1906 CORN CROP.

BY F. S. RUTHERFORD.

That the 1906 crop of corn will be unprecedentedly large is almost an assured fact; and that the country elevator man will handle it under somewhat changed conditions than have obtained for a number of years is evident. For a quarter of a century a limited number of exporters and elevator concerns at the terminal markets, working on elevator allowances and freight rebates, or on published tariffs reduced for their especial benefit (but not published until the intended beneficiaries had bought up the desired quantity of corn), have contracted large blocks of corn of the interior dealers for forward shipment, paying higher prices than it was possible to pay on the known cost of transportation. By far the greater proportion of corn purchased on these secret freight rates was for direct shipment to Gulf ports and to the Atlantic seaboard on export account, though a considerable amount, billed as export grain, was diverted to domestic points, and so secured the benefit of the lower export rate. Because of this favoritism in freight rates, enabling a few concerns to pay higher prices for corn than was obtainable in the open market, the interior grain dealer has been forced to sell to them and on their terms. At times there has been so great difference in the price he was induced or deluded into selling corn on distant weights and inspection, though fearful of the condition of his corn on arrival at destination, and though almost certain that a long journey in defective cars must result in enormous loss of grain by leakage.

But the operation of the Hepburn law, enacted at the last session of Congress, places the interior grain dealer in the position of a free man—free to sell or consign to whom or to any market he chooses. None will have a lower rate to ship on than he; none can have any advantage over him. This fact will enable the country elevator man to conduct his business and dispose of his grain as his intelligence and experience may dictate. And, being free to handle the 1906 corn crop on the best possible lines, a few suggestions for his consideration are in order.

Every dealer knows without being told that poor quality, or poor conditioned, corn must be bought on its merits, and that if he ships No. 4 corn he cannot expect it to grade No. 2 in the market. And every dealer knows that the quicker he disposes of damp corn the better off he will be, for it does not improve with holding. If the

country elevator man has no drier he should ship his damp corn quickly to a nearby market, and he should impress upon the railroad company the urgent necessity of quick transit. There is no valid excuse for grain being in transit from Nebraska points more than five or six days to Chicago, Peoria or St. Louis, and in cold weather damp corn is not likely to deteriorate in that length of time.

Whether the interior dealer prefers to sell on track bids, or to consign, with or without hedging, let him in his own interest have his corn go to some of the primary markets where there are ample facilities for handling grain, and where perfect systems are in vogue for its inspection and weighing; where there is ready sale for all qualities and varieties, and where the discount on "off" grades is trifling.

Has it ever occurred to the country elevator man that when selling direct to the exporter or to points of domestic consumption he is destroying



CLAUDE F. WRIGHT, FREDERICK, KAN.

(See page 179.)

the very competition that is necessary to establish a correct and fair basis of values at the primary markets, and that while in some instances he may possibly save commissions by direct selling, he is causing from one to five cents per bushel to be taken off the selling price? If No. 2 corn is quoted at 45 cents on the Chicago market the track bidders would base their bids to the country on that quotation, and if the country grain dealers would supply their wants they would be relieved of the necessity of buying in the open market. Now, suppose that the country grain dealers had declined their bids and had compelled these track bidders, buying for export, domestic shipment, terminal elevators and various industries, to go in the open market for supplies, would not their active bidding for corn naturally put the price up to 47 or 50 cents? Is it not strictly proper that when the price established at primary markets is presumed to be a reflection of supply and demand, the primary markets should be made to feel the influence of the demand as well as of the supply? But under the system of buying of the country dealers the primary markets are not permitted to feel the influence of the purchasing power, but are most forcibly made to feel the depressing effects of hedging sales by these parties buying direct of the country, without the counterbalancing and stimulating effect of an equal amount of cash grain purchases in the same market where the hedging is done.

Were it not that the price established at the primary market is the basis of value for the disposition of every bushel of corn sold, whether marketed on the hoof or as grain, it would be a less serious proposition. But it is an accepted fact that the bids sent out daily to the country

are based on the prices established in the primary markets on the day transmitted, and that current prices for corn govern the selling price of pork. It matters not whether bids to the country elevator man are sent from Omaha, Des Moines, Memphis, Kansas City or any of the headquarters for brokers, these bids are based on the prices established in the great primary markets of Chicago and St. Louis. Confronted with the proposition that there will be about three billions of bushels of corn of the 1906 crop to be marketed as corn or as its products on the basis of prices established in the primary markets, would it not be the part of wisdom for the country grain shipper to pause and consider whither he has been drifting? Let the disastrous results of the manner of marketing the 1906 red winter wheat crop be a lasting lesson to the grain shippers of the United States. Selling that crop on track bids has cost the winter wheat producers of the country from \$50,000,000 to \$100,000,000 because of the lower prices realized than would have been had the wheat been consigned to primary markets.

The main losses sustained on corn by interior shippers are not through fluctuations of the market, as the market as often fluctuates in their favor as against them. The blood-curdling losses suffered in the corn business by country shippers are on account of short weights and dockages on "off" grades. If the shipper would avoid these real sources of loss, let him select whichever primary market is best suited to his location and the character of corn he handles and consign his corn to good commission merchants who will protect his interests in the matter of weights and grading. By sending his corn on the shorter journey to a primary market the chances of leakage and deterioration of quality in transit are less than when shipments are sent to distant points. If a car containing corn arrives in a leaking condition, the commission merchant will collect the evidence necessary to sustain the shipper's claim against the railroad company for loss of corn in transit. If country shippers universally consign their grain to convenient primary markets they will find a more plentiful supply of empty cars. If shippers generally will consign to the commission merchant, and thus force all classes of buyers into the open market for supplies, the active public bidding of these numerous buyers will compel relatively good prices and slight discounts on the "off" grades.

Even though the primary market price for No. 2 or No. 3 corn were not as high by ½ cent as the price offered by some track bidder, what would it avail the shipper to sell on the attractive looking track bid and suffer a dockage of 3 to 10 cents a bushel on even only a portion of the corn sold?

Another point: In view of the absolute certainty that the supply of cars will be shorter this winter than ever before known, will it not be a hazardous undertaking to sell a block of corn for specified time of shipment? Had not the country shipper better take the chances of a moderate decline on consignments to the primary markets rather than run the risk of incurring a heavy penalty for failure to fill a contract of track-sold corn? If the shipper fears a decline in the market price he can protect his purchases of the farmer by selling distant futures. But, by all means, let him steer clear of selling December for his hedge, as corners in that month are too frequently among the possibilities, on account of rough weather and bad roads curtailing farmers' deliveries.

A member of the city government of Winnipeg, who seems to be laboring under the rabid type of Chauvinism here and there present in Canada, has announced his purpose to apply to the provincial legislature for power to levy a municipal tax on all outside firms operating there in options on foreign markets. Four Minneapolis firms are interested—Charles E. Lewis & Co., Watson & Co., Piper, Johnston & Co., and the Cummings Com-

mission Company. The alderman's plan is to fix the tax in proportion to the amount of commissions obtained on deals put through foreign firms, but the minimum is to be \$10,000 a year, each firm to be bonded in \$50,000. He estimates that hundreds of thousands of dollars yearly go south as a result of trades put on by local speculators, and he feels with the civic authorities that some tax should be paid on a business of this nature. Local grain men are disposed to treat the matter as a joke, and are confident the legislature will pass no such measure.

F. A. WRIGHT & SONS.

This is the second season this elevator, located at Frederick, Kan., has been operated by F. A. Wright & Sons, although the senior member of the firm has been identified with the grain trade at this place for many years. The business is managed by Claude F. Wright, the elder of the two sons interested in it.

The house is a frame structure of 9,000 bushels' storage capacity. It has a loading capacity of 4,000 bushels daily. It is fitted with automatic



PREMISES OF F. A. WRIGHT & SONS, FREDERICK, KAN.

grain distributor, cleaner, feed grinder, controllable dump and Fairbanks Hopper Scales.

The engine room is built of brick and covered with sheet steel siding. It is twenty feet distant from the elevator, with which it is connected by means of a main shaft. The engine is a 15-horsepower Fairbanks Gasoline.

The firm makes a specialty of shipping the famous Kansas dark Turkey hard wheat direct to mills along the Frisco System, their trade extending from Lyons, Kan., to St. Louis, Mo.

CANADA'S ELEVATOR CAPACITY.

The Canadian West, at the end of 1905, had about 1,000 grain elevators, with a storage capacity of 28,768,000 bushels of grain. This is approximately double the number and capacity of 1900. All houses are "public" in the sense that all are under government supervision, as is the entire system of marketing grain in the Dominion, the government doing the inspecting and weighing of all grain into terminal houses as well as out of them, the object being to "conserve the interests of the farmer and to maintain the high standard of western Canadian wheat."

One of the farms utilized by the Minnesota Experiment Station near Frazee, Minn., has produced corn planted on May 23 that ripened in three months and 22 days. The experiment seems to prove that corn will ripen in a fairly reasonable time in that climate and that the time is sufficient for it to be grown as other grains. The yield compared most favorably with that of the great corn-growing states to the south. Seven varieties were sown.

[For the Pennsylvania State Millers' Association.]

REVIVING THE WEEKLY CROP REPORTS.*

BY H. A. WROTH,

Secretary of the Baltimore Chamber of Commerce.

I come to a question in which I hope to interest you. The following resolution is therefore presented for your consideration, and I desire to offer some remarks on the subject:

Resolved, That in view of the reports giving an account of the condition and progress of the various crops having been omitted from the weekly bulletins of the United States Weather Bureau, and as such information was most useful and helpful to millers and those endeavoring to keep in touch with the growth and progress of various crops, the Honorable Secretary of Agriculture be requested, in the interest of general trade information, to restore these details as to the state of crops in the states in the weekly bulletins of the Weather Bureau.

Formerly there was issued each week by the United States Weather Bureau at Washington a complete and concise statement showing the progress of cotton, wheat, corn, oats, rye and other crops during the week. This bulletin

reached correspondents early in the following week, and was sent generally upon application. Each state appeared separately; and it was possible, upon reading one of these bulletins, to secure the exact state of any important crop during the season of its growth. A man in Pennsylvania or Maryland or Virginia could, through this means, determine whether wheat or corn or oats in his state had been seriously damaged, as claimed or noted; and not only could he know this as to any particular state as a whole, but if the northern part of a state was poor, whereas the central and southern districts were good, this distinction would be noted. All this useful and necessary intelligence was gathered through the correspondents of the Weather Bureau, and being published in convenient and attractive form, along with details of weather conditions and diagrams, formed a complete and satisfactory synopsis of the crop situation each week in every state of the Union.

Now, from some cause or other, this most useful adjunct to the conduct of all grain business has been stopped. I have never seen any reason assigned for the change; but I am thoroughly impressed with the idea that this information should not be permitted to remain permanently out of the bulletins of the Weather Bureau; and, if this convention can be convinced that such data regarding the crop, in which its members have so much interest, should be reinstated as a matter of public necessity, and will so declare to the Secretary of Agriculture, there is

*From a paper by H. A. Wroth of the Baltimore Chamber of Commerce, read at the annual meeting, September 17 and 18, of the Pennsylvania State Millers' Association. Having congratulated the Association upon its growth and the good work it is doing for Eastern millers, Mr. Wroth continued as above.

every reason to believe that the information will be restored to its former position in the weekly bulletin, and your Association will have the credit of securing an aid to the conduct of business that no individual effort could possibly attain.

It is not assumed that any argument is necessary to convince a miller that it is absolutely necessary for him to know the precise status of the wheat crop in his own state and in other states as well. Good, reliable information on this point is absolutely required, otherwise the entire plan of his year's business campaign will be at fault, and the figures at the end of the season will appear on the wrong side of the ledger—an experience which you all are laboring to avoid.

For certainly one of the most important features in the conduct of the milling business is the successful hedging of purchases; and there is no exaggeration in the statement that such operations give the miller more concern and anxiety and have been the sole and fruitful cause of more unsatisfactory years than poor crops or an indifferent demand and low prices for his flour.

The great hedging center of the world has been for years and is to-day Chicago; and this applies to the domestic as well as to the foreign manufacturer. Naturally no market has been so prone to manipulation, or so much a prey to wild and unfounded reports of crop scares and damages, as this particular market. Being nearly always short from the volume of hedging sales from every corner and the large amount of speculative selling that is almost continually going on, because there are a large number of people so constituted that they never buy unless they have first sold, the relative price is generally out of line, and any price movement, whether up or down, is much more rapid than with the manufactured product. How much credence is consequently to be accorded to such reports as may be used to influence the market in which he is hedged is an essential to the miller.

No better illustration of this could be submitted than the experience of the present season. The winter wheat crop was utterly killed any number of times; and, to make the situation unique, it was being killed in Texas when the grain was actually in the shock throughout the state. Black rust hung as a lowering cloud over the spring wheat crop and was made to do service in checking and delaying declines, which the excellent character of the crop later enforced.

The only safe, unbiased and uncolored reports that the millers and other grain interests can rely upon to give even an approximate idea of the actual situation are the reports issued by the Agricultural Department. Personal gain is, to the largest degree, eliminated in their conclusions; and the task of keeping the public and business interests informed on so important a subject as the condition of the various crops is too vast, complicated and expensive for any equipment other than that of the government. No better or more complete method of information has been devised than that followed of having the Statistical Bureau issue a report on the 10th of each month, giving figures indicative of the state of each crop, which the trade is able readily to construe in quantitative amounts, and have this supplemented by the short accounts which are given weekly by the Weather Bureau and which have been discontinued.

And permit me to say here that few realize the importance of the work done for the benefit of all classes of our citizens by the Agricultural Department. Its investigations, both scientific and practical, have been extended over a very wide field, so that all branches of agricultural activity have been aided and encouraged by this most essential and aggressive of all departments of the government. Criticism it has not escaped, but the integrity of purpose that has animated its secretary has never been questioned, and his

zeal and efforts in behalf of his department have added greatly to its usefulness.

But to return to the milling industry. There is no reason why this should not expand and be as prosperous as other manufactures have become. We have produced this year 771,000,000 bushels of wheat, while in 1895 we grew 460,000,000 bushels, a direct refutation of the claim, made some years ago, that we had reached our limit as a wheat-producing country. And why, might I ask you, cannot this 771,000,000 bushels be increased to 1,000,000,000 bushels or even more? Why should we rest content with an average yield of 12, 13 and 14 bushels to the acre, when other countries, by no means our equals as agriculturists, can secure 28, 29 and even 31 bushels to the acre? Selection of seed, careful and thorough tillage and fertilizing, aided by American industry, will certainly accomplish this result. We have not failed in other pursuits, why should we here?

It is quite true that exports of flour dropped from 14,620,000 barrels in 1895 to 8,826,000 barrels in 1905 and in 1906 advanced to 13,919,000 barrels. But our exports of wheat have dropped to the paltry quantity of 4,394,000 bushels in an entire year; and the day is not far distant when our surplus, whatever it may be, will all be exported in the shape of flour—a decided gain, because the manufactured product is far better to ship than is the raw material.

There is no reason, therefore, why our milling interests should not be on the immense scale—the largest and most important in the world, as our iron, steel, coal and other productions are. The latest machinery, the most improved methods in milling, cheap and prompt transportation, both by land and sea, and the push and energy which mark American commercial life in other lines, will assuredly attain this high aspiration for the American milling trade.

Correct information, however, as to the condition of the growing crops, during their progress to maturity, should not be lost sight of, as a proper appreciation of this detail is essential to the thrifty conduct of any year's campaign in the grain trade; and such information, thorough and complete as skill and care can make it, can only be furnished by the Department of Agriculture at Washington. The passage, therefore, of the resolution which I placed before you, at the beginning of this paper, is earnestly and thoughtfully suggested.

A GOOD IDEA.

This is not a new idea, but is one tested by time and found to pay big dividends on a small investment at the local printery. Make a card 5½x9 inches in size; use boldface type that can be easily read, like a good Gothic (your printer will understand), and then tack it on the car door or place marked on the car for such purpose. This is a model from Kansas and all it needs to be good anywhere is a change of the name and the town shipped from:

This car contains.....bushels of
..... Testing
pounds per bushel. Same has been weighed over
.....Scale, inDrafts
Please weigh carefully at destination.

J. C. BRADLEY,
ROSSVILLE, KANSAS.

Date.....

It is estimated at Toronto by Canadian Pacific and Grand Trunk Railway traffic experts that there are between 107,000,000 and 108,000,000 bushels of grain grown in Ontario which will have to be moved before the end of December. Wheat, oats, corn, peas and barley and beans are included in these figures. Of this amount a portion will have to be taken to export points, such as Montreal, but the larger percentage, calculating on figures of former years, will be prepared for export in the form of flour, cereals and other manufactured foods and fodders.

INSPECTION LABORATORIES— NEW ORLEANS INSPEC- TION JUSTIFIED.

The unconsidered remark was made in the "American Elevator and Grain Trade" for September, in connection with an article on "Inspection of Export Grain by the Government," p. 127, and the establishment of two laboratories by the Agricultural Department, one at Baltimore and one at New Orleans, that these were "two ports chiefly affected by foreign complaints of imperfect inspection, or, at least, as the ports of origin of the grain received abroad of late in bad condition." To these final clauses, within quotation marks, Chief Inspector Richeson of New Orleans immediately filed with this office his protest, "on the grounds that the statement is untrue and an injustice has been done this department." At the same time the following letter of protest was received from the president of the New Orleans Board of Trade, to wit:

Editor American Elevator and Grain Trade:—In your issue of September 15, on page 127, I note an article entitled, "Inspection of Export Grain by the Government." This article does our port a gross injustice, and, undoubtedly, when the author wrote this article he was ignorant of the actual facts and the true conditions. The article in question, among other things, says that, "Two laboratories for testing of grain are to be established, one at Baltimore and the other at New Orleans, apparently, the two (2) ports chiefly affected by foreign complaints of imperfect inspection."

This latter phrase is what I desire to have corrected, and I trust that you will give this letter the same publicity as the article quoted above. The fact is that our Board of Trade was desirous that one of these laboratories be established at this port, and we are anxious and glad to have the Department come here, and we propose to work with them. We are not ashamed of our inspection methods, and have absolutely nothing to hide. We point with pride to the fact that we have in the last few seasons not received a single complaint from abroad on account of our inspection, but, on the contrary, have received many letters of praise for the efficient inspection that we have furnished. Whatever complaints from abroad may have been filed with our government, we are certain, have no reflection upon the inspection of this port.

Yours truly,
E. F. KOHNKE, President.

Some days later the following also was received from the Bureau of Plant Industry, Department of Agriculture, bearing upon the same subject-matter, to wit:

Editor American Elevator and Grain Trade:—My attention has been called to the article in the September 15 number of the "American Elevator and Grain Trade," "Inspection of Export Grain by the Government." The first paragraph of this article seems to indicate that the ports of New Orleans and Baltimore were selected for the establishment of grain testing laboratories on account of the poor quality of export grain sent from these particular ports.

On the contrary, the report of the representative of this Department, who was in Europe during the last shipping season, shows that the quality of grain sent from these two ports was much better than the average of that sent from the United States.

It seemed advisable to establish one of these laboratories at a Gulf port and one at an Atlantic port on account of the great difference in climatic conditions existing there. The ports were selected on the basis of their location and the amount of grain passing through them, after an invitation to do this work had been extended to this Department by the Chamber of Commerce of Baltimore and the Board of Trade of New Orleans. New Orleans was chosen as being the largest Gulf port, and Baltimore was selected as being one of the largest of the Atlantic ports, and on account of its proximity to Washington, D. C.

Very respectfully,
B. T. GALLOWAY,
Chief of Bureau.

In order to still further exhaust the subject and to make the fullest proper correction of our error, the editor of the "American Elevator and Grain Trade" made a personal application for information to Mr. E. Brown of the same bureau, who was personally concerned in the detail work of establishing the laboratory at New Orleans, which communication elicited the following reply:

Editor American Elevator and Grain Trade:—Mr. E. Brown has handed me your letter of

September 29 relative to the note published in the issue of the "American Elevator and Grain Trade" for September 15, relative to our grain testing laboratories at New Orleans and Baltimore.

You have doubtless before this received a letter from Dr. Galloway on this subject, addressed to you as soon as we noticed the erroneous statement in the article in question. As Dr. Galloway states in his letter, the reasons for establishing the laboratories at these two ports were that we were invited by the ports to do so and because they seemed to be representative, New Orleans being probably the largest port of the South and Baltimore one of the largest Atlantic ports. We have found the grain dealers at both of these ports, as well as the inspectors, glad to co-operate with us in our study of the question of grain standardization and the inauguration of the percentage method of grading.

At the invitation of Mr. Richeson of New Orleans we have been conducting during the past year a temporary laboratory at that port and believe we have secured much valuable information, especially regarding corn; and New Orleans is, therefore, really the first place where this work was undertaken.

New Orleans and Baltimore stand among the very highest ports in the matter of careful inspection, and the good condition in which the grain reaches the foreign markets. This is evidenced by our examinations of shipments conducted at European ports during the past two years.

I am sending you herewith a memorandum regarding these laboratories, which may be of interest.

In regard to your letter of the 29th relative to the mechanical grading of grain, I may say that this memorandum inclosed will answer your question. We have no mechanical grader. Probably reference is made to the new apparatus which we have for determining moisture. The description of this moisture apparatus is not yet ready for publication, but we hope to get the matter in shape soon.

Very truly yours,
A. F. WOODS,
Assistant Chief of Bureau.

The memorandum referred to by Mr. Woods is as follows, and will be interesting as indicating more fully than has been heretofore stated just what the laboratories are doing and the nature of the certificates issued by them:

GRAIN TESTING LABORATORIES.

In the appropriation bill for the Department of Agriculture for the year 1907 the following clause occurs in the appropriation for the Bureau of Plant Industry:

"To enable the Secretary of Agriculture to establish, at such points of export as he may deem expedient, laboratories for the purpose of examining and reporting upon the nature, quality and condition of any sample, parcel or consignment of seed or grain, fifteen thousand dollars, or so much thereof as may be necessary; and the Secretary of Agriculture is authorized to report upon such samples, parcels or consignments from time to time, and the reports so made shall serve as a basis for the fixing of definite grades and for the issuing of certificates of inspection when requested by the consignor or consignee of any grain entering into interstate or foreign commerce."

In carrying out the provisions of this clause two laboratories will be established at the present time, one at Baltimore, Md., and the other at New Orleans, La. These laboratories will be equipped for determining the simpler factors of quality and condition in samples of grain, such as the percentage of foreign material, damaged grain, moisture, the weight per bushel, etc. The results of this examination shall be stated on a percentage basis on printed blanks (see A, B, C and D), which shall constitute the certificate mentioned in the bill. It is not practicable at present to correlate the percentage factors above referred to with existing grades. For the present, therefore, no attempt will be made by the laboratories to define existing commercial grades any further than is indicated by the statement of the actual condition of the grain on a percentage basis.

For the purpose of perfecting the methods of grading, these laboratories will secure samples in every practicable way, submitting them to the various tests recommended. Whenever a report is required by the consignor or consignee of any sample, parcel or consignment of seed or grain, the sample shall be submitted to the laboratory by the person or his accredited agent, with a statement of the name of the person submitting it, the date of submission, the identification mark, the quantity of grain represented by the sample and the location of the bulk, either in steamer, elevator or car. Upon receipt of such samples the laboratory is to make the examination re-

quested within the limits fixed, in accordance with the blanks A, B, C and D, previously referred to, or with such modifications as may hereafter be approved. The head of the laboratory will furnish the report at the earliest practicable moment to the person requesting the examination or to such other person as he may designate in writing on the application requesting the examination. A press or carbon copy of every report furnished shall be kept by the laboratory. The records referred to shall not be open to public inspection except by properly accredited government officials or others authorized by the person submitting the sample.

In order to accurately determine the effect of the varying conditions of grain or its deterioration in transit, an agent will be placed in certain foreign ports for the purpose of securing definite information upon specified shipments which have been previously examined here. This work will be confined principally to corn. This phase of the work has already been in progress for more than a year and much valuable information has been obtained. It is believed that eventually data can be secured which will enable the shipper to handle corn with much less liability to loss and with greater satisfaction to the foreign buyer.

(A)

UNITED STATES DEPARTMENT OF AGRICULTURE, BUREAU OF PLANT INDUSTRY.

Grain Testing Laboratory.

New Orleans, La.,

Report of analysis of sample of wheat received
.....190 , marked.....

Class:	Per cent.
Foreign material.....	
Damaged grain.....	
Moisture	
Weight per bushel.....	pounds
Weight per 100 kernels.....	grams
Odor:	
Smut:	

In Charge.

(B)

UNITED STATES DEPARTMENT OF AGRICULTURE, BUREAU OF PLANT INDUSTRY.

Grain Testing Laboratory.

New Orleans, La.,

Report of analysis of sample of corn received
.....190 , marked.....

Class:	Per cent.
Damage (rot, mold, etc.).....	
Foreign material.....	
Broken kernels.....	
Shriveled kernels.....	
Moisture	
Color:	
White	
Yellow	
Red	
Variegated	
Weight per bushel.....	pounds
Weight per 100 kernels.....	grams
Odor:	
Appearance:	

In Charge.

(C)

UNITED STATES DEPARTMENT OF AGRICULTURE, BUREAU OF PLANT INDUSTRY.

Grain Testing Laboratory.

New Orleans, La.,

Report of analysis of sample of oats received
.....190 , marked.....

Class:	Per cent.
Foreign material.....	
Damaged grain.....	
Kernel	
Moisture	
Weight per bushel.....	pounds
Odor:	
Color:	

In Charge.

(D)

UNITED STATES DEPARTMENT OF AGRICULTURE, BUREAU OF PLANT INDUSTRY.

Grain Testing Laboratory.

New Orleans, La.,

Report of analysis of sample of barley received
.....190 , marked.....

Class:	Per cent.
Foreign material.....	
Damaged grain.....	
Moisture	
Germination in three days.....	
Germination in six days.....	
Weight per bushel.....	pounds
Weight per 100 kernels.....	grams
Odor:	
Color:	

In Charge.

[For the Illinois Bankers' Association.]

THE ORDER BILL OF LADING AS A BASIS OF CREDIT.*

BY JAMES W. SALE.

During the past two years so much has been spoken and published with reference to the legal status of the usual "Order Bill of Lading" that I shall not attempt a technical discussion of the demerits of that document, but simply refer to its well-established disabilities as they affect my subject; review some of the work that has been done, and suggest what should be done to make them more stable in the performance of their legitimate functions as representatives of value.

Is the order bill of lading, as now in common use, a reliable basis of credit—a safe collateral? Is it a proper subject of pledge? A number of large bankers who formerly handled them in considerable quantities as collaterals, either when attached to drafts or covered by collateral notes, are now refusing to accept them at all, and the number is growing. One of the largest banks in an important shipping center in a southern state will not now allow a draft to go through its hands with a bill of lading attached to it, even for collection purposes, while banks at destination which have been accustomed to make advances to consignees on bills of lading pending arrival of goods are now refusing to do so.

There must be some good reason for such action on the part of our financial institutions. The volume of business annually transacted through these circulating mediums has been estimated at more than three billions; and it is evident that a sudden withdrawal of these credits would paralyze industry and obstruct the channels of internal commerce to an extent that would produce a panic. Although the volume of money has been largely augmented in the past few years, the growth of our commerce has outstripped it. Commerce has likewise expanded more rapidly than have the railroad systems, in spite of their heroic efforts to afford transportation facilities adequate to distribute the products of the farm and factory. This condition has congested traffic to such an extent and has caused such delays that transportation is slower than formerly and our commodities are in the hands of the carriers longer. As an indication of the rapid growth of our internal commerce, the following statistics from the Department of Commerce and Labor will be of interest: The total in 1880 was approximately nine billions; in 1890, fourteen billions, in 1900, twenty billions, and in 1905, twenty-four billions. The tonnage of freight carried in 1890 was 636,541,617; in 1900, 957,863,605; in 1904 (the latest date available), 1,089,226,440. With these conditions, an increase in tonnage and value much greater than the increase in money, it is not strange that shippers and manufacturers, both small and large, who formerly had ample capital, found it necessary to use bills of lading as mediums of credit. Likewise, the tendency of the banker, for obvious reasons, during the past twenty years, has been to the use of collateral securities rather than personal endorsements.

It is inevitable, under these conditions, that the use of the railroad receipt for property, a representative of value, protected in its ownership by assignment, should rapidly become popular and its use grow to such proportions as to make it indispensable in the distribution of the products of the country. Bankers have looked upon it as such stable security that it has been taken readily in all sections without further scrutiny or question. Until within the past five years losses seemed to be rare and inconsequential, but the experience since 1900 has been different. Reports of large and frequent losses must be noted. Court rulings on various state laws have been published, in some cases promulgating

*Address by James W. Sale, of Studabaker, Sale & Co., Bluffton, Ind., before the Bankers' Association of Illinois at Springfield, Ill., September 26, 1906.

doctrines particularly prejudicial to the banker. Investigation and discussion were started, and the situation became critical, when an attempt on the part of the carriers in "Official Classification" territory was made to adopt a bill of lading, non-negotiable in form, and which by its conditions relieved them of all common law liability. As a result of the decisions of the courts and the action of the carriers, the bill of lading, as collateral, is now looked upon with suspicion and by many bankers discredited to a large extent. This brings us to the question, is the order bill of lading a proper basis for credit? I answer the question by enumerating, without argument, two well-established objections that are urged against it.

First—Its non-negotiable character. We must bear in mind that these documents, as defined by various state courts and by the United States Supreme Court, are quasi-negotiable only. While the order bill of lading is a muniment of title, and one is apt to consider it representative of money, it is essentially different from notes or bills of exchange which are clothed with full power of negotiability. It has a twofold function. It not only represents title to the property covered by it, and hence value to its owner, but it is as well a receipt from the carrier and a contract to deliver the property it represents to some distant point. The bill of exchange has a definite, or fixed, value in money, known or ascertainable. The bill of lading represents property; and this may have a fluctuating value, or its value may be affected by its location, by accidents or delay in its transportation. The order bill of lading also usually represents property which is the subject of a contract between buyer and seller. Under the common law, a contract is not so assignable as to permit an assignee, even though he be a bona fide owner, to enforce the contract in his own name. It also differs from the negotiable instrument, in that an innocent purchaser may be estopped from collection by a plea of fraud on the part of the payer. While many courts have extended the law of negotiable paper to bills of lading, and particularly under statutes made for the purpose, many others have by judicial interpretation narrowed the application of the law. If the holder of the bill of lading has been permitted to sue on it, he has frequently been substituted in the contract between the buyer and seller of the goods. A number of states have endeavored by statute to overcome this defect, but the state laws lack uniformity and are replete with qualifying clauses which render them practically valueless. To be valuable as collateral, then, the order bill of lading must have at least those elements of negotiability which shall cut off prior equities. This can only be given by the enactment of law.

Second—The careless manner in which the carriers and their agents handle order bills of lading makes them unsafe as credits. Numerous and heavy losses having been experienced by banks owing to failure of the carrier at destination to require the surrender of the original bill of lading upon the delivery of the goods in accordance with an agreement to that effect. The bill of lading has been pledged by the consignor or consignee as security. After the consignee obtained possession of the property, he perhaps defaulted, leaving his note unpaid, or possibly without paying consignor's draft, and the courts have held that the property having been delivered to the proper consignee, the carrier could not be bound to the pledgee for the value of the property represented by the bill of lading.

So also valuable bills of lading, representing in a single document hundreds or thousands of dollars, are carelessly drawn by the initial carrier's agent, often written with a common lead pencil, signed with a rubber stamp and frequently altered by changing of date, description of contents, car number or weight. The rule of the common law is that any alteration of a bill of

lading voids the instrument and prevents its enforcement, even according to its original tenor.

Again, there is at present no established, particular printed form of order bill furnished by railroads. It is only different from the ordinary "straight" bill by having the words "order of" written before the name of the consignor or owner named in the bill. It, therefore, becomes an easy matter to convert a simple receipt or straight bill of lading to an order bill for the purpose of using it as collateral, when it is absolutely worthless as against the named consignee. Order bills should be printed on substantial paper and be of a distinctive and special form, with the words "order of" plainly and prominently printed in the body of the document.

Again, the courts have held that a duly accredited agent of the carrier may issue a fraudulent bill, may receipt for goods before actual delivery, or over-receipt for weight or quantity, and that in such case the carrier is not liable for the act of its agent.

But perhaps the most dangerous doctrine that has been established by legal decisions is the one which holds the pledgee responsible for the fulfillment of the contract or the quality and quantity of the goods represented by the instrument. These decisions have been given publicity through the press, and it is unnecessary to recite them here; but the banker assumes a degree of responsibility entirely inadequate to his compensation when by discounting a draft with a bill of lading attached, he assumes the contract, not only of his customer, but possibly guarantees a fraudulent bill of lading issued by the carrier's agent.

Under these conditions, hastily enumerated, it is plain that the use of bills of lading as credits in their present form and as governed by varying state laws is unwise and fraught with danger. What is to be done? Shall we as bankers decline to accept these important instruments of title as collateral? I do not believe we can do so without seriously crippling the commerce of the country; neither do I believe we have the right to do so, occupying as we do the position of purveyors of finance, the medium through which all of the great movements of commerce must circulate. A sudden withdrawal of these credits would paralyze the business of the country and produce permanent and widespread distress to all classes of business interests.

In my judgment the use of this class of securities, the comparatively safe method the order bill of lading furnishes for the transfer and distribution of our products from buyer to seller, is but in its infancy. As the commerce of our country grows, and the "cash in hand" idea more and more obtains in the handling of our commodities, the use of the order bill of lading will become indispensable. We cannot abolish it if we would; neither do I believe, after mature deliberation, we would if we could. The farmer, shipper, manufacturer and exporter are important factors, which neither the banker nor the railroads dare ignore. The experience of the past few days in New York, when call money went to 25 per cent, owing to a stringency caused by heavy withdrawal of currency to the West for the movement of the bountiful crops, is a warning that the currency system of the United States is not sufficiently elastic to easily care for the tremendous requirements at certain seasons of the year; and as bankers we dare not by drastic action destroy a system that has grown to such gigantic proportions and that is so closely interwoven with the transportation and financing of our interstate commerce, when to destroy it would threaten our whole financial system. What, then, can be done to establish the order bill of lading as a firm, substantial basis of credit?

In the opinion of those who have carefully studied the subject, nothing will suffice but federal legislation, clothing the bill of lading with definite authority of law, giving it at least limited

negotiable powers, preserving to the bona fide purchaser or holder his equities in the instrument and requiring the carrier to recognize its valuable properties as a collateral and safeguard its issue and surrender, to the extent that it may not so easily be forged or altered. The great bulk of order bills of lading are issued for interstate commerce and issued by carriers whose lines extend beyond state boundaries. It, therefore, follows that state laws, even if uniform (which could hardly be possible), would not be effectual. It is obvious that we must either have an act of Congress, which shall reasonably protect the shipper and his assigns, or an amicable agreement must be reached with the railroads which will be just to all interests.

There seems at this time to be no hope for a settlement of the trouble by the latter plan. In April, 1904, the carriers in official classification territory, by concerted action, attempted to adopt a new form known as the "Uniform Bill of Lading" which expressly stated that it was non-negotiable, and released the railroads from their common law liability, unless the shipper elected to pay freight at an advance of 20 per cent over usual rates to insure the safe carriage of his property to destination. So much objection was raised to the form by shippers that the adoption was postponed until October 1 and later until January, 1905. In December, 1904, an organization known as the American Shippers' Association, with headquarters in Chicago, appeared before the Interstate Commerce Commission in a complaint against the proposed action by the carriers. The railroads were represented at the hearing, and finally agreed to suspend the operation of the new form; and acting under the direction of the Commission agreed to meet a committee from the American Shippers' Association and endeavor to prepare a form that would be acceptable to shippers. That joint committee has had several meetings, but thus far has failed to agree. In the meantime, notwithstanding their promise to the Commission, the Official Classification Committee published and put in effect on July 1, last, "Official Classification No. 28," incorporating therein the form objected to by the committee and providing that the words "Not Negotiable" shall be printed on the face of each blank (which is, however, subject to erasure from order bills of lading ONLY UPON REQUEST of the shipper), and retaining the conditions releasing the carrier from liability in almost every conceivable case. At the head of every page in the book are these words: "Property shipped not subject to uniform bill of lading conditions will be charged twenty per cent higher than as herein provided," and at the head of every classification column appear these words: "Subject to uniform bill of lading conditions." In addition to this, nearly all the forms now in use in the territory mentioned read as follows: "Received, subject to the Classification in effect on the date of the receipt by the carrier of the property described in this original bill of lading," etc. This action is, to say the least, an evasion of the agreement with the Interstate Commerce Commission, and it is evident that the railroads do not expect to reach an amicable agreement in the joint committee.

At the last meeting of the American Bankers' Association, a special committee of five members was appointed to confer with the joint committee of carriers and shippers. Of the bankers' committee Mr. Lewis E. Pierson, president of the New York National Exchange Bank, was selected as chairman. This committee immediately asked permission to participate in the proceedings of the joint commission, but were denied admission. A little later they decided (what I have tried to show) that the only course that is open for relief is through a national law, and since that time they have faithfully labored to that end. Through Hon. Charles E. Townsend they introduced a bill in the House of Representatives embodying the following features:

First—The issuance of order bills in which the words "order of" shall be printed.

Second—To provide for full negotiability.

Third—To prevent any alteration from enforcement of the bill according to its original tenor.

Fourth—To relieve banks handling such documents from assuming any responsibility for quantity or quality of goods.

Fifth—To keep valid a bill until its actual surrender and cancellation by the carrier.

Sixth—To hold carriers responsible for the acts of their agents in issuing bills of lading.

After a hearing before the House committee on interstate and foreign commerce in March, the committee deemed it wise to make some changes in deference to objection by members of the House committee of some of its features on constitutional grounds, and an amended bill was substituted, which it was believed would furnish the needed relief and at the same time overcome the objections raised. Later the Hepburn rate bill came up for passage with a clause pertaining to bills of lading, somewhat complicating the situation, and at the request of Mr. Pierson's committee further action by the House committee on the bankers' bill was indefinitely postponed. The bankers' committee, however, is still actively at work and will be prepared to push the battle vigorously at the opening of Congress. Through what is known as the Carmack amendment to the Hepburn rate bill (now a law and in force), the carrier is required to issue a receipt, or bill of lading, to the shipper if it receive property for transportation from a point in one state to another. The initial carrier is held liable to the lawful holder of the bill of lading for any loss, damage or injury to such property which may occur on its own lines or those of the connecting carrier. It stipulates that no contract, rule or regulation shall exempt the carrier from the liability thereby imposed. This law, if it be found constitutional, will secure for the shipper a legal right to a bill of lading, and will no doubt force the carrier to assume common law liability when the bill of lading is issued under a proper form.

The question has already been raised as to whether railroads will be required under the new law to receipt for property TO BE TRANSPORTED from one state to another, or whether they shall be permitted to receipt, as is the common practice now, for property "CONSIGNEE and DESTINED," which said company agrees to carry to its usual place of delivery at said destination, if on its own road, otherwise to deliver to another carrier on the route to said destination." If the federal courts rule that the initial carrier is not required by the provisions of the law to receipt for property to be transported to destination by its own or connecting lines, then certainly the effect of the law will be nullified. But regardless of this, the Carmack amendment gives to the bill of lading no value as a negotiable document, nor does it close the door to fraudulent issue and use of the instrument—two points of vital interest to shipper and banker alike.

Thus far the bankers' committee has held aloof from alliance with other interests, but the interests of the banker and the shipper are so nearly identical that it seems they should unite their forces and co-operate for federal legislation that will be fair and just to the banker, manufacturer and shipper without imposing undue burdens upon the carrier. To this end, and I am suggesting only, it would seem wise that the Illinois Bankers' Association at this meeting provide a committee with full power to act in conjunction with the American Bankers' Association for the promotion of federal legislation, and that the co-operation of shippers' and manufacturers' associations within the state be invited to join their influence with yours for the speedy enactment of remedial legislation, that shall be a protection to the honest shipper, the banker, the carrier

and the receiver. It is eminently proper that each of the parties should know their rights, duties and liabilities and that they should be defined by law. Until that time we shall be under the necessity of making advances largely on the personal credit of the party seeking the advance. To continue under present conditions means the loss of large amounts of money; to discontinue making advances will tie up the wheels of progress and industrial activity.

PLANS FOR A MODEL CORN HANDLING ELEVATOR.

The plans shown in the illustration are for a corn handling elevator for W. D. Cox & Son at Elsmore, Kan. It is a model house throughout and is being constructed by Allen & Slyker of Kansas City.

The capacity of the elevator is 10,000 bushels. It has one elevator leg and is equipped with a

[For the "American Elevator and Grain Trade."] UNIFORM INSPECTION OF GRAIN. III.

BY L. C. BREED.

In my previous paper on the subject of inspection of grain, I offered the suggestion that a radical change should be made. I stated I thought there should be but three grades, viz.: (1) Extra, or fancy, to be offered and sold by sample. This would cover but a very limited quantity, relatively, and this method obtains in respect to the best qualities of nearly all staples. The bulk of the grain available in any crop year, and of all kinds of grain, and of each variety of the different grains, would come under the class of (2) merchantable. All the rest not so entitled to grade, from whatsoever cause, should be classed as (3) unmerchantable. Of course, this would compel the sale of this latter class to be made by sample.

nished on orders because, in case of grain, they are unsound, or very dirty, tough or mixed varieties of the same grain or mixed with other grains.

In the event of such a classification being adopted, I would suggest strictness as to keeping each variety separate, since, under my meaning of the word "unmerchantable," if a farmer had two lots of wheat, say soft and hard winter, and, when shipping, he loaded both varieties together, in this event, he would render his wheat unmerchantable, even if both kinds were choice, because when one miller orders soft wheat and another wishes hard wheat, this wheat will not answer for either of them. To say that occasionally a miller will buy, by sample, a parcel of mixed wheat, begs the question, for such wheat is always sold at a discount.

Again, it is a fact that there are but two kinds of wheat—wheat that will make sound flour and wheat that will not; and if there is a doubt on this question in the mind of an expert, either an inspector or miller, this wheat for safety must be sold by sample. That such wheat is run in with good grain under the present custom leaves it simply a matter of judgment as to what percentage can be run in without rendering the flour manufactured from it unsound. Furthermore, even if the wheat that is run in is perfectly sound, if it is of a different variety from the main bulk, it is still a matter of judgment what per cent of it can be added without altering the character of the flour. And this it is the business of the miller to pass on, not the grain dealer. Give the miller exactly what he orders—sound, fairly clean wheat, of a stated variety.

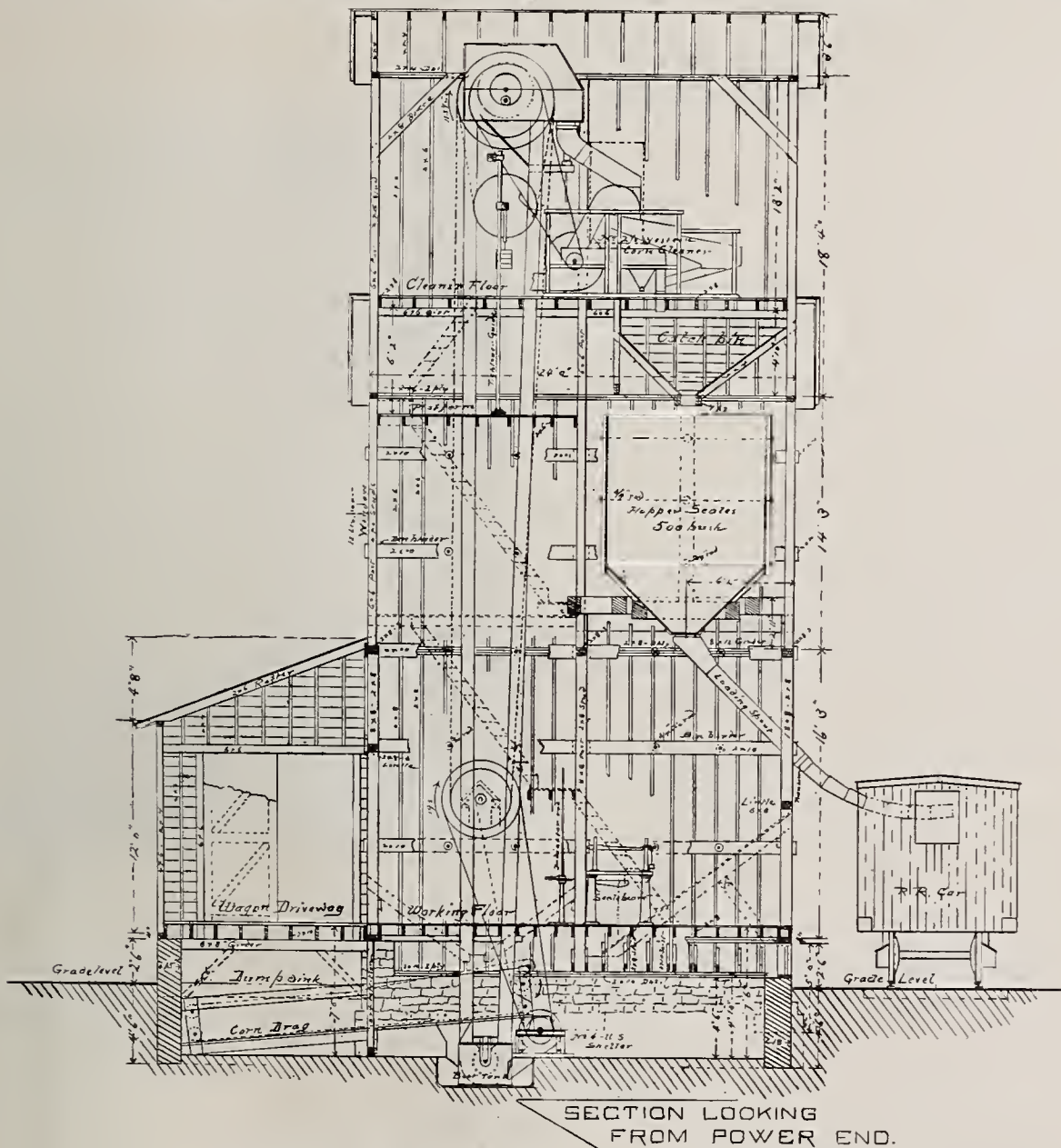
I have seen on the tables of the St. Louis Exchange seven gradings—Nos. 1, 2, 3, 4, mixed, no grade and rejected. Is not this absurd? Suppose Nos. 2, 3 and 4 were run together; if sound, they would be good milling wheat. Again, if wheat contains onions, rye or smut, it should be classed as "unmerchantable," since no grain man would dare ship a miller a car of such wheat, unless he was looking for trouble.

With regard to whether the matter of controlling inspection should lie with the exchanges, with the states or with the general Government, there is, of course, much difficulty in determining so important a matter. As to the exchanges, when there are three in one state, as in case of Missouri, if these exchanges should not adopt the same grades, then there would be no end of trouble unless the state laws applying to contracts were changed. At present, there is at least uniformity of grading within the state; that is to say, the law contemplates this; and if, in fact, it is not the case, it is the evasion of the law or incompetency on the part of the inspectors.

Some parties object to Government control on the ground of being an infringement of the doctrine of "states' rights." These men should have their names changed to Rip Van Winkle—they have been asleep, not twenty, but forty years, for the certain drift of the sentiment of the country is toward uniformity of law throughout the country—that we must become a nation and not a union or confederacy of states.

It is objected by others that politics will control the selection of inspectors, but there would be no worse state of things in that event than obtains at present. If the people have bad or inefficient men to serve them, it certainly is their own fault; and as they had the power to put them into office, they have the power to throw them out of it.

While the writer would be satisfied with having the control of inspection and inspectors lie with the exchanges, the fact that this is not the case, notwithstanding it has been discussed for at least twenty-five years, and has, in some states, been alternately in the hands of the state and the exchanges of that state (as certainly has been the case in Missouri), is reasonable evidence that nothing will come of this plan. Each exchange is willing all the rest should adopt



A MODEL CORN ELEVATOR.

B. S. Constant U. S. Sheller and Patent Chain Ear Corn Drag. The capacity of the sheller is 500 bushels per hour. The working equipment also includes a Union Iron Works Corn Cleaner and 500-bushel Howe Hopper Scale.

One of the special features of the elevator is the rope drive with internal spur gear to drive the head shaft. Power for running the elevator is furnished by a 15-horsepower Otto Gasoline Engine.

Now that grain receipts at Duluth are again very heavy, the "sweeper" nuisance has been revived and special agents are at work to clear the yards of offenders. A local paper says, however, that it is not the amount of grain that is taken that causes the railroads to be so strict in enforcing the rule so much as the reason that persons are often injured while getting in or out of cars. The railroads have been made defendants in suits for damage resulting from such practices and are more determined than ever to keep people out of the railroad yards this year.

The first thing devolving on the writer to explain is what he means by the use of the words "Merchantable" and "Unmerchantable." In this connection it is proper to call attention to the fact that words often must be used, commercially, with an arbitrary or technical meaning, and that it is not permissible to select any one of half a dozen definitions of such words as may be given by a standard dictionary, and apply such a one as best suits the seller or buyer in sustaining his contention. Custom in business establishes the trade meaning of words, not dictionaries.

With this explanation, the sense in which "merchantable," in a broad way, is usually applied to goods means that orders by mail or telegraph for these goods may safely be filled without showing sample; and by the word "safely" is meant, without risk of the goods being refused on arrival at destination because not answering to the trade understanding of quality. "Unmerchantable" goods are goods that cannot be fur-

their rules, which certainly shows a kind spirit, and, incidentally, that they are in their opinion the wiser men of the trade.

POINTS.

I. The grain business is necessarily an interstate trade.

II. National inspectors would not be as subject to "local influences."

III. Local parties would not help them get their job and there would be no resulting feeling of obligation.

IV. Local influences could not, without just cause, get them relieved of their position.

V. National inspection would apply as well in one market as another, and this would tend to do away with elevator "manipulation." "In" and "out" grading at elevators would have to be the same.

VI. As no doubt part of the trouble arises from incompetency, it is presumable that a better grade of men (men secured under civil service rules) would be secured than by state control.

VII. One of the main, if not the principal



NO. 1.—BEFORE LINING FOR GRAIN.

reason for grading, is the "option" business—the sale of grain for future delivery; and there would be more of this trading if millers had more confidence in the quality of the grain delivered on contract. In some markets, a very large proportion of the grain is sold by sample; in others, mostly from elevators. It is, of course, more important for the latter markets to have strict grading than the former.

VIII. National inspection would secure the use of the same language to define grades; and it is due to the different ways of describing and fixing the grades by language that some of the present trouble arises.

IX. Again, it is likely, under government control, the standards would be varied somewhat in different crop years to conform to the average quality of the crops.

X. This plan would insure the more rapid development of export business through establishing greater confidence abroad. It is a difficult matter, without a laboratory test, to determine if corn, for instance, will carry and arrive cool, abroad, and this the government would provide for in the best manner.

There must be, to sum the matter up, a spirit of concession, a getting together on broad and common grounds, to seek the "greatest good of the greatest number," a fair deal to all concerned—farmers, dealers and millers.

P. S.—The Merchants' Exchange of St. Louis favors national inspection.

INVESTIGATING THE "TRUST."

It has been announced by the Interstate Commerce Commission that the public inquiry into the methods of grain elevator operators under the La Follette resolution, and also into the relations of elevator operators and the railways, will begin in Chicago on October 15. John H. Marble, special investigator, will conduct the examination of witnesses. Incidental to the hearing before the Commission on the Peavey-U. P. contract, Mr. Marble put certain interrogations along this line of inquiry to each of the witnesses there summoned—a sort of laying a foundation, as it were, of a "country-wide investigation." The resolution mentioned directs the Commerce Commission to make a thorough investigation of the elevator and grain buying and forwarding business of the country to determine to what extent special favors had been granted by railroad companies, the influence which the alleged monopoly of this branch of business has had upon the market, the injuries it has worked on grain producers, the extent to which the railroads, directly or indirectly, control the grain buying and forwarding companies, and the manner in which the railroad secured holdings in such companies.

Mr. Marble failed to find by his inquiries any evidence of the ownership of elevator company stock by railroad men or railway stock by the elevator men examined; and he also found that there was, so far as these witnesses are concerned, no collusion of track bidders to make uniform bids, notwithstanding there is abundant competition for the grain of Nebraska. He did learn, however, from Mr. Peck of the Omaha Elevator Co. and from G. C. Thompson, an Omaha commission man, that the bidders and elevator men do not care to do business with "scoop shovel men," chiefly because of the danger of sophisticated bills of lading and because such dealers are not reliable financially, as a rule, and may or may not "make good" an over-draft; and also for the very good reason that the regular dealers make it their business to "cut out" receivers who do bid and accept consignments from scoopers.

Mr. Thompson was not a loquacious witness; but he admitted that he had been requested by the former secretary of the late Nebraska Grain Dealers' Association not to do business with scoopers and farmers, and he felt it desirable to take the hint. Mr. E. M. F. Leflang of Lexington, Neb., miller and grain dealer, told Mr. Marble that he handled only stuff from regular dealers, but added that he had been asked by the aforesaid secretary some years ago to cut out the irregulars and he also felt it desirable to take a kindly hint.

Mr. MacMurray of Wood River was more responsive to pumping. He told how, as manager of the "Pv" interests there, they broke the back of an unreasonable competitor, and how in turn those interests attempted to "break his back." "The day I began business the price of all grain went up 5 cents a bushel." As manager he forced two competitors out of business and bought their elevators, but he has managed to hold on for himself. But prices at both stations where he buys in competition with the Omaha Elevator Co. are at the top notch. As manager, he said, in answer to the question, "Did the farmers get the benefit of this fight for business?" "Yes, they did for a while, but we managed it so they settled in full with us before the year was over." Prices were fixed every morning until he quit and went into business for himself; and since then "something has been doing" at Wood River every day when he is in town, and at Shelton, where also both are buyers; that is to say—"When I am in Shelton Peavey's prices are up at Shelton and down at Wood River. When I am at Wood River prices are up there and down at Shelton."

Mr. E. O. Moffatt, like all other buyers, said

there is no discrimination by buyers or bidders against farmers' elevator companies. He said to Mr. Marble that he had been requested to stop sending bids to irregular dealers, but he had told the party writing him to "go to hell."

This would seem to indicate in a general way what Mr. Marble expects to develop by his interrogatories when he begins the regular investigation under the resolution.

[Prepared for the "American Elevator and Grain Trade" by Special Request.]

LINING CARS FOR GRAIN.

BY A. E. SCHUYLER,

Assistant Weighmaster Chicago Board of Trade.

Aside from repairing large defects in a car to be loaded with bulk grain, any shipper can secure the best insurance against leakage at the least expense by lining the cars to be loaded as they are frequently and most successfully lined for flax seed. The cost of preparing a car in this manner varies from fifteen to thirty cents for material, according to its condition. The follow-



NO. 2.—AFTER LINING FOR GRAIN.

ing instructions explain in detail the best and most effective way to line cars for grain:

When a suitable car has been chosen, sweep it thoroughly; then provide the floor, tight though it may be, with coverings of cloth over the king bolts; also fasten a strip of muslin, cheesecloth or burlap to the permanent lining at each end of the car, extending it about six to ten inches out upon the floor for the entire width of the car (see cuts 1 and 2). The point over the draw-bar should receive special attention when putting on this protection, for the reason that the strain here is liable to spring the end sheathings, thus causing leakage. Keep in mind that any leakage through the permanent end linings would make the muslin or burlap strips useless. Examine the floor where the side braces and posts pass through it, and if the joints there are not tight stuff the cracks with cotton and nail a piece of board or lath over the cotton. In this connection do not fail to examine new cars carefully, lest there be cracks or openings in them. Finally, nail strips of muslin or burlap on the door posts as high as the door is to be boarded. (See cut 3.) Then fasten the door securely by nailing. A still better method is to fasten the muslin or burlap to the grain door, as shown in cut 4. A safe plan is to line the entire door on the inside with muslin. In fastening the muslin about the grain door be sure and have it loose to permit the door to bulge and give without tearing the muslin; similarly the muslin linings at the end of the car

should be loose. Laths or strips of wood should be used in fastening this muslin to the car, for the reason that it is liable to tear if it is secured by nails only. Only good, strong grain doors should be used.

THE ALLOWANCES HEARING BY THE COMMERCE COMMISSION.

The second formal hearing upon the legality of the celebrated contract of the Union Pacific Railway Company with the Omaha Elevator Company at Council Bluffs (and incidentally with the Midland Elevator Company at Kansas City also, both subsidiary Peavey companies) took place in Chicago in September and October before the Commerce Commission. That body had once before passed upon the contract, which they said was, in their opinion, legal, because it named the price that the Union Pacific would pay the companies named for a transfer service which the road is required to perform, although the Commission could not escape the conviction that the form



NO. 3.—PADDED DOOR POSTS.

and substance of the contract were "objectionable" from the nature of its effects upon the grain trade.

That was some two years ago. Since then the "allowances" have been paid by carriers at all the great transfer points in the West to the big elevators, but not always to those of moderate capacity or to those located at inland transfer points, thus creating more or less discrimination. The allowances have been used also to manipulate rates for favored shippers, and, of course, to influence also the movement of grain to or from rival markets, which is the same as saying, to or from certain lines of transportation. Finally, in July last, all the Western roads except the U. P. abolished all allowances for unloading or loading or for no service at all, and at the same time the U. P. began paying them to all transfer elevators at Omaha and Kansas City, which unloaded U. P. grain, and is still paying an allowance of $1\frac{1}{4}$ cents per hundred pounds. In consequence, U. P. grain commands a premium of $\frac{1}{2}$ cent or more per bushel in those markets.

The case was reopened on the appeal of the Chicago Great Western, Burlington and Santa Fe railroads, which seek to have the contract annulled on the ground that the allowance named in the document is not a legitimate payment for services performed, but is in fact or effect a rebate from the published rate. The opening

statement for the Chicago Great Western Railway, by Mr. Severance of Minneapolis, therefore, was to the effect that the complainants would undertake to prove that the elevator of the Omaha Elevator Company at Council Bluffs, named in the contract complained of, was not erected for a transfer house per se but for the purposes of the Omaha Elevator Company as dealers in grain—as a house where their own grain could be assembled from their country buying stations, cleaned, mixed and distributed to purchasers in other markets; and that as such handlers of grain the elevator was intended to give them the profits of cleaning, mixing, etc. Mr. Severance said also that complainants would show that the payment of any allowance was unnecessary to induce the Elevator Company in question, as grain buyers, to unload their own grain into their own houses, since it was the universal practice in the grain trade for consignees to do this without any allowance. In other words, the allowance is not paid, as complainants claim, for a service rendered, since no service is rendered by the elevator companies named that is not rendered by all other grain buyers similarly situated and by millers and other consumers without any cost to the railroads.

Mr. Baldwin, of the U. P., insisted that the case had been settled once and that no new facts can now be presented that will create any new question, upon which to base a rehearing. He insisted that, so far as the U. P. is concerned, the Peavey house in question was built to facilitate the releasing of the U. P. cars at Council Bluffs, and that the road pays only a fair price for the service. Beyond that the road has no concern with the business. He held that under the Hepburn act the transfer of grain is a part of its "transportation"; that the charge must be included in the rate; that the roads must transfer the grain, and to do that they must either own their own elevators and operate them to make the transfer or do as the U. P. has done since the signing of this contract—that is to say, pay some elevator operator for doing the work for them. The U. P., he said, was the "pioneer" of the allowance method, adopted by it to avoid the owning and operating of elevators; and he predicted that all other roads would be forced to adopt the same plan. "The water is warm—you must come in."

It appeared from the evidence that the railroads appreciate this fact—have appreciated it for years, and most of them in the past, in some form or other, have paid for the transfer service, even when they owned elevators; but they now say the U. P. allowance of $1\frac{1}{4}$ cents per hundredweight is too much, and hence they seek to have it abolished, hoping to show by this hearing that the payment is so great that it amounts in fact to a rebate and a tax upon their treasuries, since if paid by one road it must be paid by all without reference to the actual cost of the "transfer." It was also further claimed by complainants that it is illegal to pay the consignee for a service that he is bound to render for himself.

F. T. Heffelfinger, president of the Omaha Elevator Company and representative of the Peavey interests, of which he is an important official, said that practically all the grain going into the company's Council Bluffs elevator is Peavey grain, and that is 30 per cent of all the grain hauled by the U. P. from Nebraska; but he nevertheless insisted that his terminal rendered a distinct service to the U. P. road as contemplated by the contract; that without the allowance at Omaha there is no money in the elevator; and that the company would be willing at any time to sell out for the amount actually invested (and he then and there offered the plant for sale at its cost); that the profits of the business, even with the allowances, were so small that the Commission would be surprised to hear the real amount.

Mr. Heffelfinger did not think it at all necessary to the conduct of the grain buying business

in the country to have an elevator like the one in question at Council Bluffs; that a terminal elevator is a separate and distinct proposition, wholly unconnected with the operation of a line of houses in the country; that at Duluth and Minneapolis, where the Peavey companies get no allowances, they do work for other parties and make money out of them. The conditions at Omaha are different from those at Duluth and Council Bluffs. Omaha, he insisted, was not a grain market, and he said that a few big sales of grain on the floor of the Omaha Grain Exchange by anybody would precipitate a panic.

It would be impossible within the limits of these columns to give anything like an adequate abstract of the testimony that it required two days in September (15 and 16) and four in October (1 to 4, inclusive) to take; but some isolated facts may be of interest. For example, Mr. Peck, manager at Omaha, said all the Peavey grain has been for years billed from the country to St. Louis care of Omaha Elevator Company, Council Bluffs, where, of course, the out-billing des-



NO. 4.—STOPPING LEAKS WITH CHEESECLOTH.

tinuation is changed at will. There was no reason for this billing except usage of the company for many years, and it had no connection with the assumption of the railway men that shipments of grain from the West to the Missouri River are always "through shipments." Nor did the billing affect the allowance; that was paid on all grain going into the elevator, whether consumed locally or not. All shippers, in fact, use expense bills for getting the proportional out, such bills being habitually traded in—sold by consignees who have no out shipments to those shippers who need such bills.

A. B. Jacquith, an Omaha grain dealer, a beneficiary of the will of the late Frank H. Peavey and manager of the Omaha Elevator Co. when this contract was made, could not remember just what was the occasion of its execution or whether the company expected it to yield a rebate, but he said the impression was that the company "had a good thing." He said the allowance acted as a rebate and was a handicap upon all independent dealers who competed with the Peavey companies as buyers or sellers.

"I'll ask you," said Mr. Baldwin, "when you say a man can get $1\frac{1}{4}$ cents a hundred for transferring grain through the elevator he's a fool not to do it, why don't you take the Peavey elevator?" "I've only got \$100 here," replied Mr. Jacquith, "but I'll give you that for an option on it, until the Commission decides this case, for \$300,000."

L. S. Gillett, president of the Electric Steel Elevator Company, Minneapolis, said that $\frac{3}{4}$ cent per bushel was a reasonable charge for elevating grain; that a $\frac{1}{2}$ -cent allowance, paid to one firm only, is enough to enable that buyer to monopolize the trade or drive his competitors out of business. Asked if he could do it on that allowance, he said if he had it he would try it and he thought the only question of his success would be the limit of his bankers' capital. If all railroads paid the allowance, its payment would have no effect on trade—there would be no discrimination or advantage. He said that a firm or a line company doing a cash business does need a terminal elevator for the most successful conduct of its business in the country.

L. P. Sowle of Minneapolis said an allowance from the railway is not necessary to make grain men handle grain into their houses promptly. They do that to get possession of the grain and to avoid demurrage. The allowances have a disturbing influence on trade.

G. H. Crosby of the Burlington said that it is customary for the line receiving the grain at transfer points to pay the cost of the transfer. The allowances he considered illegal. The Burlington pays only the actual cost of a car-to-car transfer, and pays no loading or unloading charge.

J. C. Lincoln, commissioner of the St. Louis Merchants' Exchange Freight Bureau, formerly a railroad man, objected to the allowances because they created discriminations between individual buyers and markets. At first the allowances did not have any effect, because they were not used in bidding, but were absorbed by the recipient. When they came to be used in bidding for grain all the other roads than the U. P. had to begin paying them to save their own tonnage.

Geo. Rupley, Duluth, said it is an advantage for a line company to own a terminal elevator and named some of the sources of profit by such an organization of the business: Receiving, cleaning, mixing, holding for a market, etc. The terminal site should be at the nearest strategic point to source of grain production, where the elevator has a choice of markets. No allowances are paid at Duluth. If a single grain buyer did receive an allowance, he could make his competitors do business for nothing. The country line of houses is not more necessary to a terminal than the reverse. In the Northwest there is, however, a separation of ownership of the line from that of the terminal, but a close union of interests is maintained to the profit of both ends of the deal.

C. E. Spens of the Burlington told how the allowances to Peavey affected competition at the country common points and how the payment to the Peavey interests forced the other lines to pay them to hold their own business at competitive points. He cited a number of specific cases to support his testimony. The cost of transfer is an operating expense and is paid by the receiving carrier of the grain. The Q. transfers in the cheapest way it can. At Kansas City transfer costs two-fifths of a cent a bushel.

Geo. F. Powell, of Conner Bros. & Co., St. Louis, said he found that the allowances made it necessary for higher bids in U. P. territory to get grain to St. Louis, and finally, when the roads made the allowance to the grain, the rule came to be to make two bids, "with and without" allowances. No St. Louis road pays allowances now, and the market is at a disadvantage compared with a market like Omaha, that gets the allowance. No mills get allowances, although they unload cars and release equipment the same as do the elevators getting the allowances.

Mr. Baldwin of the U. P. at all times laid stress on the fact, as he put it, that the U. P. paid this allowance for the service it obtained of releasing its cars promptly; but Mr. Powell (and others) held that there was no service rendered by elevators paid the allowance that was not also rendered in the same way by elevators not paid the allowance—the owners of the grain

unload just the same with or without allowances; and, in fact, in some markets the allowance was paid to the grain for no service at all, even nominally. The effect of the allowance then was the same as a rebate, because it enables the beneficiary to bid a higher price in order to get the grain. When the allowances were made at St. Louis, as a commission merchant and track bidder, he got then the same as the elevator men who handled their own grain, not because he rendered any "service" for the payment, but because the allowance had to be made on the grain by other carriers than the U. P. in order to get the haul. There should be, in his opinion, no allowances anywhere. They constitute a reduction of the rate and bidders so consider them in making their card bids.

It was said by Mr. Baldwin at the opening that the grain trade evidently had no complaint to make of the allowances because no grain dealer appeared before the Commission to contest them. This condition now obtains no longer.

W. H. Suffern of Decatur said he had to abandon an export business some three years ago because of the allowance of 2 cents a hundred made to Harris-Scotten and Rosenbaum at New Orleans.

Another witness was E. M. F. Leflang, a miller of Lexington, Neb., who complained that he ships grain from several of his small elevators to his principal plant at Lexington, where he cleans and manipulates the shipments, and does the same service at Lexington for the Union Pacific that the Omaha Company performs at Omaha, but he gets no allowance therefor. He further avowed that an allowance of $1\frac{1}{4}$ cents would be commensurate with the service performed and pay the cost of running his elevator. He said he thought there was a net profit of 2 cents a bushel to the elevator for cleaning wheat as done in a terminal or transfer and clearing house. Several other commission men from New Orleans, Omaha, Kansas City, etc., testified to the effect of the allowance on their business, saying its effect was the same as a rebate and that it was used by the beneficiary to stifle competition in buying or selling.

S. MacMurray of Wood River, Neb., a "scooper" with two warehouses and no elevator, because the U. P. will not give him a site on which to build one, nor will the Omaha Elevator Co., his competitor, sell him one of their two elevators there, said he had been agent of the Omaha Elevator Co. at Wood River for eleven years and then went into business on his own account. Mr. MacMurray was very frank. He had nothing to conceal—not a thing; and all the various devices for "regulating" the business in Nebraska at country points in the "good old days" were told with a naiveté and freedom from restraint of any sort that was very funny, indeed. He said he wanted to get an elevator at Wood River because he had to do business in an old warehouse and had to scoop the grain from car to warehouse and vice versa. And when Mr. Baldwin asked him if Nebraska law did not require the U. P. to give him an elevator site on his complying with certain conditions named in the law, he said he believed such was the law; but he added: "I went to the Union Pacific people and asked for elevator rights. This application was filed two years ago, but I can't get a site. I have had to do business with the cars the Union Pacific will furnish me. The first five weeks I was in business I could not get a single car. The Omaha Elevator Company, in direct competition with me, got forty-two cars during that period. At another time I waited three weeks for cars and then the market broke, and I lost on my warehouse full of grain. The Omaha Elevator Company was given thirty-one cars during that time. There were instances during that time when cars were unloaded in Wood River and hauled away empty during the night rather than permit me to use them." He is getting cars now, however. The allowance of $1\frac{1}{4}$ cents

will pay the cost of running an elevator in the country, he said. To the reporters Mr. MacMurray subsequently said: "I wanted a site for an elevator on the Union Pacific tracks at Wood River, and had made formal application for the privilege. I got no answer. Then I prepared a bill to present to the legislature, and had it all worked up for passage. I went to Omaha and showed it to Mr. Lane of the Union Pacific. He referred me to Baldwin. Baldwin read the bill and sent back word to Lane to give me the earth if I wanted it, but to have the bill kept out of the legislature. I got the promise of the site, and of all the cars I wanted. I then called off the bill, and I still have the promises, but no site for an elevator."

John J. Stream, president of the South Chicago Elevator Company, said the allowance by the Union Pacific to the Omaha interests put him out of the Western market. "Without that allowance I would be on an equal basis with the Missouri River merchant in the Eastern market. With that allowance the Omaha people can overbid me in Nebraska and undersell me at New York."

W. S. Warren, lately president of the Chicago Board of Trade, said the allowance granted the Omaha interests by the Union Pacific is an advantage for them; that as a consequence of favors granted certain elevator interests by railroads in the past few years the number of commission men in the active business in Chicago has been reduced from 200 to about 25. He said his company ceased operations in Nebraska five years ago.

The daily press made a great point of J. Rosenbaum's contract with the Rock Island, a bald statement of which is that the contract covered the construction of a 1,000,000-bushel elevator in Kansas City, the Rock Island company agreeing to haul the materials free, to rebate to Rosenbaum 15 per cent of his freight expense yearly until the cost of the elevator had been made up and to pay him a \$5,000 bonus beside. In the meantime the Rock Island paid to Rosenbaum the allowance of $1\frac{1}{4}$ cents per hundred for Rock Island grain handled through the elevator; but this allowance was dropped by mutual consent when the other roads stopped paying allowances. The Rock Island people claimed that an explanation would develop sufficient reasons for that contract; but it was not entered into at this time. Asked as to the difference in principle between paying an allowance and giving an elevator company rent of an elevator free, Mr. Gower of the Rock Island said there was none; but in effect, as he and Attorney Greene of the Burlington explained, there is a big difference, since the amount of the payment in one case is limited to the value of the rental and does not fall on the commerce, while the rebate, or allowance, in the other case, is unlimited in amount and does influence commerce.

When the defense started their evidence, Mr. Heffelfinger was recalled. He began by saying that when he was first called as a witness he testified that no railroad official owned stock in his company and that his company and no member of his company owned stock in any railroad; but he asked permission to correct his former testimony, declaring that he had since learned that the Peavey estate holds 3,000 shares of C. G. W. stock; "but we are selling it out as fast as we can."

Mr. Heffelfinger introduced a tariff of the Chicago Great Western, which was advertised to go into effect October 10, which provides for a charge of $\frac{1}{8}$ cent per bushel on grain held in the Great Western Company's elevator at Kansas City unless the grain is consigned to go out over the Great Western and is held up because of the railroad company's inability to furnish the necessary cars. Mr. Heffelfinger declared that if the Great Western desired to be unfair it could give indefinite storage free to a favored shipper, while others were compelled to pay $\frac{1}{8}$ cent per bushel.

He produced a Santa Fe tariff also which provides for the furnishing of facilities for elevation, manipulating, clipping and storage free for grain that is consigned to go out over the Santa Fe tracks. Mr. Heffelfinger maintained that this gives shippers on the Santa Fe an advantage over the shippers on other lines.

Mr. Heffelfinger testified upon the "back haul" in Iowa, saying that his company bought a quantity of grain in Iowa, shipped it to Council Bluffs on the local rate, and then shipped it east on the proportional rate, getting it into Chicago at a lower rate than would be allowed on the grain if it came direct from point of origin in Iowa.

Chairman Knapp asked the traffic officials of any railroad making such arrangements to explain how it could be justified; as for himself, he understood that the proportional rate applies on grain originating beyond the Missouri River, but he could not see how, by any word juggling, Iowa points could be considered "beyond the Missouri River."

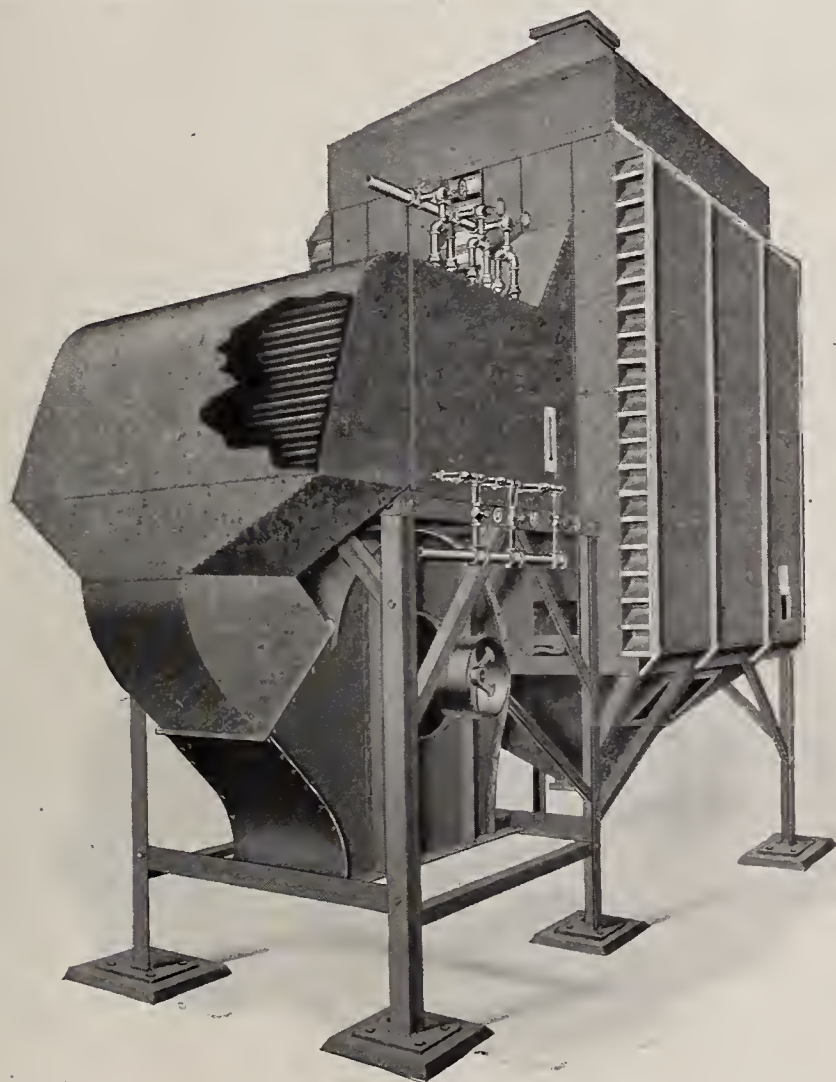
J. A. Monroe, traffic director of the Union Pacific, offered an explanation of the practice, although he prefaced his remarks with the statement that he has nothing to do with the business

as a "service" payment, and could not see that it was in effect a reduction of the rate. In answer to the question of Chairman Knapp of the Commission "if an allowance of a certain amount is made to a grain shipper who owns an elevator by a railroad company for the elevation of grain, is not that practically a reduction of the rate to that shipper?" he said: "No, I would not say that, because it would be admitting the railroad had been allowing a rebate, as it is called." "Well, if one railroad company absorbs a switching charge on certain commodities do not the other railroads do the same thing?" "Yes." "Why do they do that?" "So they won't lose the business." "Exactly. Now if one railroad allows an amount to a grain shipper for elevation of grain the other roads do the same or lose the business. Now isn't that practically a reduction of the rate?" "I should say it is."

The case was ordered continued at Washington, where arguments will be heard in November.

THE HESS "IDEAL" DRIER.

In our August issue we called attention to a new drier that had been placed on the market



THE HESS IDEAL DRIER.

east of the river. Mr. Monroe said the tariffs for the proportional rate read "on shipments of grain from Omaha, Council Bluffs and beyond," and that any grain coming from any point and shipped into Omaha or Council Bluffs is accorded the proportional rate. "Then, this rate applies on all grain except that raised on the water of the Missouri River itself?" remarked Commissioner Clark.

D. O. Ives of the Wabash testified for the defense at length, explaining the basis of the allowance (1/4 cent per hundredweight) made by the Wabash at Toledo—a practice of long standing. He considered that the Toledo elevator was paid an allowance for a "service," but admitted that other elevators and mills in Toledo and St. Louis, which got no allowance, performed exactly the same service," so far as releasing equipment is concerned. It appeared, however, that the "service" performed by the Toledo elevator was to use the allowance to bring the grain to Toledo over the Wabash—give it the long haul from the river. Mr. Ives justified the allowance

by the Hess Warming and Ventilating Co. of Chicago.

This is the Hess "Ideal" Grain Drier, which is a new design of Hess drier especially for country elevators, mills, etc. The accompanying illustration shows the machine, which can be installed at small expense, as it requires no building to house it. Full particulars as to capacity, price, etc., may be had by writing the company direct.

The corn crop in Tepic, Mexico, is a failure. Taking advantage of this, a big commercial house in the city of Tepic bought up practically all the corn in the country adjacent and raised the price to \$7.50 per hectoliter (2 5-6 bushels). This caused many of the poor to be threatened with starvation, as they could not pay that unreasonable price. The city council of Tepic at once took steps to have corn shipped into the city, established corn markets in the capital and cut the price of corn to \$2 per hectoliter. The "corner" in corn promptly collapsed.

CINCINNATI SHORTAGES.

The Cincinnati Chamber of Commerce Weighing Bureau, of which W. McCallister is chief weigher, keeps an accurate record of the condition of all cars arriving in that market at the time they are unloaded and weighed. The following is a transcript of Mr. McCallister's reports for the months of August and September of the current year, showing the number of cars found in bad order and the character of the leaks:

	Aug.	Sept.
Leaking over grain door.....	19	11
Through grain door.....	133	98
Bottom grain door.....	104	52
End grain door.....	47	19
Side bar.....	32	12
End window.....	7	14
End of car.....	125	45
King bolt.....	6	6
Draw bar.....	33	3
Bulge in door.....	112	51
Bulged end.....	3	—
Side of car.....	16	10
Leaking roof.....	5	2
Door open.....	6	6
Door post bulged out.....	4	1
No door.....	1	2
Through floor.....	20	6
Total leakage.....	723	338

Copies of these reports are supplied to dealers with the request that they be mailed to their shippers, that they may see that cars are coopered more securely in the future, which will certainly reduce their losses, and give better satisfaction to the trade. Doubtless the circulation of the reports will account for the remarkable reduction of bad-order cars for September as compared with August; but weighmasters generally will no doubt agree that the only way to maintain so marked a reduction proportional to the business of any terminal is "keeping everlastingly at it"—country shippers seem to have unfortunately bad memories and forget that eternal vigilance is the price of immunity from shortages by leaks.

Mr. McCallister himself, in answer to our letter of inquiry, kindly makes the following suggestion:

"I thought I would withhold publication of another report until after the shippers and railroads had made an effort to cooper cars. Then I would show the result of our information, to see if they profited by it. You will note a reduction now of about 50 per cent.

"The railroads entering the city are taking great interest in the report, using a large number of copies and sending them to shipping agents, master mechanics, etc. If the shippers will take equally as keen an interest in this matter, the loss will in a great measure disappear, and then the trade in large cities will not be blamed for losses that they cannot prevent. We have a weighing system now that I believe is nearly perfect.

"I wish you would suggest to hay shippers that instead of using tag weights as correct weights, in claiming shortages, they would arrange to weigh their hay on accurate scales. Tag weights vary from 5 to 10 pounds per bale from any official weight in any market, and the shippers either do or should know this."

Three Galicians were arrested on September 13 at Winnipeg upon a charge of stealing grain. They appear to be part of a large number of foreigners who have been systematically robbing the freight cars which pass through Winnipeg. They were caught under a car through the floor of which they had bored a hole with an auger found with them. One had with him \$225 done up in a rag, while the latter had \$644.16 in his possession. Within half an hour later another man was arrested upon the same charge. It was rumored around the C. P. R. yards that over a score of Galicians were at work tapping the cars in the yards, but no trace could be found of them by the authorities, although as close a search as possible was made on the place.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

CORN NEVER LOOKED BETTER.

Editor American Elevator and Grain Trade:—
Corn has never looked so well at this season of the year as now. Yours truly,

N. H. ADAMS & SON.

Decorah, Iowa.

B. H. Adams.

NO MOVEMENT BEFORE NOVEMBER.

Editor American Elevator and Grain Trade:—
The corn movement is practically over and I do not look for any movement of new crop before last of November. The quality is going to be good and yield fair. Respectfully,

Union, Neb.

W. B. BANNING.

QUANTITY BIGGEST OF ALL.

Editor American Elevator and Grain Trade:—
New corn, while as yet unmerchantable, will be of an extra good quality as soon as it seasons properly. As for quantity, it's the largest of all.

Very truly yours, REED-BEAR GRAIN CO.

Hicksville, Ohio.

Earl C. Bear.

CORN OUT OF DANGER.

Editor American Elevator and Grain Trade:—
The corn crop in this locality is ripening very nicely. No frost as yet. Although not quite so dry as last year at this time, corn is out of danger of frost now. We will have a very good crop—perhaps not quite up to last year's in quality. Yours truly,

Allerton, Ill.

HARRY ALLEN.

CORN ENTIRELY MATURED.

Editor American Elevator and Grain Trade:—
Corn here is entirely matured and will be of good quality. The yield will be equal to, if not exceed, last year's crop. Very little corn has been contracted by local dealers, but with present prices will probably move rather freely about the first of December. Yours very truly,

Lafayette, Ind.

W. W. ALDER.

OUT OF HARM'S WAY.

Editor American Elevator and Grain Trade:—
Corn is out of harm's way and it appears that we have as large a crop as we ever had. Present condition is much better than a year ago. The weather has been damp for a couple of weeks, which will retard curing of the crop, but will not injure it unless long continued. Yours truly,

Agosta, Ohio.

C. O. BARNTHOUSE.

CROPS IN IOWA.

Editor American Elevator and Grain Trade:—
Small grain is not as good here this year as last. We look for about 80 per cent as many bushels to handle as last year, unless corn happens to make up for it. That has a good show so far. Receipts of grain have been very light so far here. The heaviest rain of the season occurred here Saturday evening, September 15. Yours truly,

Lake Park, Iowa.

L. B. SPRACHER.

CORN IN FINE CONDITION—HAY MOVING SLOWLY.

Editor American Elevator and Grain Trade:—
New corn is not yet moving in our section, but will in a short time. It is in as fine condition as we have had in a number of years. We believe it will be in better merchantable condition at the opening of the season than we have ever seen it in past seasons. We look for a free movement of ear corn within the next 30 days.

Hay is moving exceedingly slowly on account of the unwillingness of the farmers to let loose their stock on the basis of the present market. We have handled less hay this year up to the present writing than in any of the last twenty

years. The movement is practically nil at the present writing.

Very truly,

Fort Wayne, Ind., Oct. 8.

S. BASH & CO.

CORN CURING NICELY.

Editor American Elevator and Grain Trade:—
The corn in this vicinity is good and is curing nicely and we think will be in merchantable condition by the 15th of December, with seasonable weather. Yours truly,

Astoria, Ill.

BADER & CO.

EARLY CORN READY BY NOVEMBER 1.

Editor American Elevator and Grain Trade:—
Our corn is maturing in fine condition. The last three weeks have been dry, which is favorable to the maturing of the crop, and if these conditions continue our early corn will do to shell and market by the first of November.

The crop in this section is about the same as last year. Yours truly,

THE BLAKER LUMBER & GRAIN CO.,

Pleasanton, Kan.

By B. F. Blaker, Pres.

CROPS IN SOUTH DAKOTA.

Editor American Elevator and Grain Trade:—
I enclose \$1 for my subscription to your journal. No grain moving out here. Weather has been so wet that grain is spoiling in the stack. Have been buying grain for fifteen years and never saw grain in as bad shape as now; it has been wet ever since harvest. Think wheat has been damaged from one to two grades on all wheat. Corn is good. Flax, fair crop. Yours truly,

Athol, S. D.

E. J. MATTESON.

A CORRECTION.

Editor American Elevator and Grain Trade:—
We wish to call your attention to the following item in your issue of September 15:

W. V. Harrington & Co. of Pipestone, Minn., have purchased all the elevators of the Western Elevator Co. from Pipestone to Merrill, Iowa. The headquarters will be moved to Sioux City.

The facts are that the firm is operating under the name of Harrington Grain Company, and the elevators mentioned were bought from the Minnesota and Western Grain Co., with headquarters at this city. Yours truly,

HARRINGTON GRAIN COMPANY,

Per D. C. Harrington, Manager.

Pipestone, Minn.

NO CORN SHIPPED.

Editor American Elevator and Grain Trade:—
This part of Michigan has not been able to raise a crop of corn in several years, but this year we have quite a good crop of well matured corn. There will be no corn shipped out of this county, however, as farmers feed all the corn they raise and never figure on selling a bushel unless it is to a neighbor farmer for seed. We understand that in the southern part of Michigan considerable corn is shipped, but when you get up as far north as we are, it is a rare thing to find farmers raising enough corn for their own feed.

Yours respectfully,

BAD AXE GRAIN CO.,

Bad Axe, Mich.

Per Fred W. Kinde.

LAW OF WAREHOUSE RECEIPTS.

Editor American Elevator and Grain Trade:—
In your issue of this month (September) I note an article, "Bill of Lading Problems," copied from the New York Journal of Commerce by the president of one of the companies connected with our Association. Since this was written the "Law of Warehouse Receipts" mentioned has been brought before the Conference of Commissioners of Uniform State Laws, which was held at St. Paul in August, and has received the unanimous approval of that body. The act is now in shape for presentation to the legislators of the various states. When the time comes we will ask your assistance to further the passage of this act.

As Mr. Hull states, the bill has been thoroughly approved by the American Warehousemen's Association and a special committee of the American Bankers' Association. It was before the National Bar Association at their meeting in 1905 at Narra-

gansett Pier and also before the Commissioners of Uniform Laws this year for final passage. As the Commissioners and the Bar Association represent the people, the Bankers' Association represents the bankers and the Warehousemen's Association represents the warehousemen, it is pretty safe to say that the bill is entirely satisfactory to all in interest.

Yours very truly,

WALTER C. REID,

Sec'y American Warehousemen's Association.
New York City.

A FINAL ESTIMATE FOR THE NORTHWEST.

Editor American Elevator and Grain Trade:—
Soon after our last crop report was issued wheat was injured by the extreme hot weather, and since harvest commenced grain in the shock and stack in southern and central Minnesota and South Dakota has suffered from wet weather. The northern districts are now having some trouble from the same cause. We believe it is not too much to say that the amount of grain to be marketed in these three states has been reduced at least 5 per cent from the above causes.

It seems likely that there will be only a small percentage of No. 1 Northern or No. 1 Hard wheat from South Dakota. It is estimated that one-half the grain in South Dakota is still in the shock. This probably does not include one-half the wheat, but certainly more than one-half the wheat crop of South Dakota is still either in the shock or stack.

The condition in South Dakota is duplicated in southern and central Minnesota. In northern Minnesota and North Dakota, where there has been much less rain, it is estimated that 60 per cent of the wheat has already been thrashed, and it is also estimated that in that district 60 per cent of the bread wheat is No. 1 Northern or No. 1 Hard.

From 20 to 25 per cent of the entire wheat crop is durum and 45 million bushels is indicated in the three states.

On some lines of railroad it seems apparent that the farmers are selling their durum wheat and holding their best bread wheat, but indications are that the movement of the crop to market, durum and bread wheat included, will be accomplished at about the average rate, excepting that it will be somewhat later in the season, because of wet weather during August and September.

We believe two hundred million bushels of bread and durum wheat to be the outside figures on the crops of the three northwestern states.

Yours respectfully,

THE VAN DUSEN-HARRINGTON CO.

Minneapolis, September 22.

NEW DEAL IN RAILWAY ELEVATORS.

Geo. L. Stebbins, manager of the new Santa Fe Elevator, now just completed in Chicago, announces that the elevator, which is scheduled to be opened for business to-day, October 15, will be operated absolutely as a public elevator. The charges will be ½ cent per bushel for unloading cars and f. o. b.ing to vessel, and this charge will include 10 days' free storage in the elevator. For transfer and shipment by rail ¼ cent per bushel will be charged, including ten days' free storage.

The ten days' free storage on grain to be allowed by this elevator is an innovation, as no other elevators at present make this allowance. It is expected that all eventually will be compelled to make the same concession.

The Central Elevator and Warehouse Company, the subsidiary corporation of the Illinois Central Railroad, which owns the grain elevators at Stuyvesant Docks, has met the cut in the elevator charges on export grain which was recently made by Galveston, and New Orleans is again on a parity with that port.

[For the New York State Millers' Association.]

STANDARDIZATION OF WHEAT GRADING.*

BY F. W. COLLINS.

Somewhere about July 20 Secretary Quackenbush wrote me, asking if I would not kindly suggest some topic upon which a paper might be prepared that would prove of general interest to the members of this Association. In reply, in effect, I said this:

"That to the members of this Association, who are not so located as to buy all, or by far the greater part, of the wheat used in their mills directly from the farmers and delivered at their doors, and consequently, are in a position to do their own inspecting and to pass upon all wheat received—to all such, it would seem to me, no subject ought to prove of greater importance than the proper inspection of wheat. I also spoke of the lack of any uniform standard of grading in the different markets, and of the fact that the standard in each market was varied each year to fit each succeeding crop.

"Suppose this year to be an exceptionally poor crop year, and the wheat raised to be, generally, of a very inferior quality; we would still find this wheat graded No. 1, No. 2, No. 3, etc., the best wheat of the crop passing inspection as No. 1, regardless of what it really is. Suppose the year following to be an exceptionally good crop year, and the wheat raised to be, generally, of fine quality, we would find that the No. 1 wheat of the year before would about compare with wheat graded as No. 3 in this year of good wheat, as far as size and quality of the berry is concerned. Of course, the question of clean or dirty wheat does not depend so much upon the general quality of the crop, although that will have its bearing, as upon the mood and digestion of the inspector.

"My contention is, that the standard of grading should be UNCHANGING, and not varied from year to year to fit crop conditions; that in a year when the quality of the crop is poor and a large percentage of the crop is of a decidedly inferior grade, and if wheat which only graded about No. 3 in a good crop year was about the best to be found, then inspectors should say there is no No. 1 wheat in the market this year, No. 3 is the best to be had. In other words, No. 1 or No. 2 wheat should be the same this year, next year and every other year.

"Not only, in my opinion, should the standard be unchanging, but uniform and fixed in all markets; and No. 1 wheat should mean the same thing in Duluth or Philadelphia, Chicago, Toledo, Buffalo, or any other market.

"I also stated that it seemed to me that this was not only a proper but an important subject for the National Federation to take up and consider, and that they should promulgate rules for the proper and uniform grading of wheat, and not only ask but insist that the rules so set forth should be recognized and adopted in all markets where official inspections are made. Upon second thought, I am of the opinion that it would be still better if the United States Department of Agriculture should establish official grades, not only for wheat but for all other grains."

Our worthy secretary replied to this letter in a few days, and did me the honor to say that after consultation with our president, the topic suggested by me had been considered of such importance that they had decided to ask me to prepare a paper on the subject to be read before this meeting.

Now, for the purpose of showing the wide range of quality which might pass for No. 1 wheat, and pass inspection as such in the different markets of the country, allow me to quote the rules governing the inspection of No. 1 white wheat in some of the principal markets.

The rules governing the inspection of grain

in Illinois were established by the Railroad and Warehouse Commission of that state, and the grade of No. 1 white winter wheat is fixed as follows: "No. 1 white winter wheat—Shall be pure white winter wheat, or red and white mixed; sound, plump and well cleaned."

Minnesota grades were also established by a Railroad and Warehouse Commission, and they say: "No. 1 white winter—To be sound, well cleaned, reasonably plump and composed of white varieties."

The differences here, you may say, are slight, but yet I consider them important. Illinois admits a mixture of white and red wheat as No. 1 white, and says, "sound, plump and well cleaned." Minnesota admits of no mixture of red wheat, but says, "reasonably plump," instead of plump; and the moment you let down the bars at all, you open the way to a wide variety of opinion as to what reasonably plump is, and my experience convinces me that it means anything from good plump wheat to unreasonably shrunken wheat.

The rules of the Milwaukee Chamber of Commerce which were in force, and I do not know of their being changed, were substantially the same as Minnesota.

Missouri also has state rules governing the inspection of grain; and in the rule fixing the grade of No. 1 white winter, they add three important specifications to those of Illinois, Minnesota and Milwaukee. They say it must be "bright" as well as "sound," and "dry" as well as "plump" and be "pure white winter wheat, not mixed."

The rule of the Cincinnati Chamber of Commerce fixes the grade of No. 1 white winter as follows: "No. 1 white winter wheat shall be pure white, bright, sound, reasonably plump, free from smut and other grain and well cleaned, and shall weigh not less than sixty pounds to the measured bushel." Now, the Cincinnati grading is pretty nearly right, but they should say "dry" as well as "sound," and while they say "reasonably plump" they also add, "and shall weigh not less than sixty pounds to the measured bushel," and we are pretty sure to get good plump wheat if it weighs sixty pounds to the bushel.

The Detroit Board of Trade fixes the grade of No. 1 white winter wheat by this rule: "To be sound, plump, well cleaned, white winter wheat, and not lower than the standard furnished by the inspection committee." Not knowing the standard furnished by the inspection committee, we do not know what might be admitted under their grading, but we do know that "plump wheat" is reasonably sure to be superior to "reasonably plump," and "well cleaned" to be cleaner than "reasonably clean wheat."

The rules of the Toledo Produce Exchange which went into effect July 1, 1906, establish the grade of No. 1 white winter wheat in these words: "To be white winter wheat; sound, dry, reasonably clean, equal in quality to No. 2 red; shall weigh not less than fifty-eight pounds to the measured bushel, and shall be 95 per cent white winter."

The Cleveland Chamber of Commerce makes the grade of No. 1 white winter a little lower than Toledo does, and says: "To be white winter wheat, sound, dry and reasonably clean, equal to No. 2 red, soft in quality, not to weigh less than fifty-seven pounds to the bushel, and to contain at least 85 per cent of white wheat." You will see that the Cleveland grading admits wheat as No. 1 that weighs one pound less to the bushel and contains 10 per cent more of red or other kinds of wheat. Both Toledo and Cleveland shippers claim the right, under their respective gradings, to mix in 5 per cent in one case, and 15 per cent in the other, of red wheat, hard Kansas, spring or any other kind of wheat that may be expedient or profitable.

The Buffalo Chamber of Commerce says: "No. 1 white winter wheat shall be sound, plump, well cleaned white winter wheat, and weigh not less

than fifty-eight pounds to the measured bushel."

In a brief resume of the grading in the different markets we find that Illinois would admit as No. 1 white wheat any mixture of red and white wheat, presumably up to 50 per cent red, and that in the other markets which I have named Cleveland and Toledo are the only ones the rules of which would admit any mixture of red or other kinds of wheat, Toledo allowing a mixture of 5 per cent and Cleveland of 15 per cent. The Missouri state and Cincinnati grades are the only ones calling for wheat bright in color.

The Missouri state, Cleveland and Toledo city grades are the only ones demanding dry wheat, the Minnesota state and the Milwaukee and Cincinnati city grades being satisfied with "reasonably plump," instead of "plump" wheat.

Cleveland and Toledo are the only markets satisfied with reasonably clean wheat in a No. 1 grade, and they, too, say nothing as to whether wheat shall be plump or shrunken, but they limit the amount of dirt and shrunken wheat by fixing the weight, Toledo specifying fifty-eight pounds and Cleveland fifty-seven pounds as the standard for the measured bushel.

It is manifestly unnecessary, and also quite impossible, to consider and compare more than one grade of wheat, for lack of time, but relatively the same difference will be found in the grading of No. 2 and No. 3 white, and in all grades of red wheat. The differences are, perhaps, not quite so great in the grading of spring wheat, but still great enough to call for uniform rules and a fixed standard in all markets.

I submit, gentlemen, that the highest, or No. 1, grade of any commodity should be all that is understood or implied by the term No. 1, and in the case of grain should be governed by rules that are not only uniform but so worded as to cover ALL of the points of a strictly No. 1 grade.

If I were to promulgate a rule to govern the grade of No. 1 white winter wheat I would say that it must be, "Bright, sound, dry, plump and well cleaned, pure white winter wheat, free from smut and other grain, and shall weigh not less than sixty pounds to the measured bushel." For No. 2 white winter wheat I would say, "Sound, dry and plump enough, and clean enough, to weigh not less than fifty-eight pounds to the measured bushel."

The same rules would cover the ground for red winter wheat, simply substituting No. 1 or No. 2 red winter wheat for No. 1 or No. 2 white winter. For No. 1 hard spring wheat, I would say: "Must be bright, sound, dry, plump and well cleaned, and must contain not less than 75 per cent of hard Scotch Fife wheat, and weigh not less than fifty-eight pounds to the measured bushel." It is not necessary, however, to express my personal opinion any further on rules governing the other grades.

In closing I wish to add a few words, however, in regard to the laxity of inspection that obtains in most markets, and the fact that inspectors do not adhere to the rules that we already have. If they did, it would go far toward correcting that other crying evil of the grain trade—the mixing and consequent letting down of grades by the elevator people of the country. In a recent car of wheat, bought for strictly old No. 2 red winter wheat, what did we get? About 36 per cent old No. 2 red winter; about the same percentage of new No. 2 red; about 5 per cent of overripe and bleached wheat from a crop from one to three years old; about 10 per cent of about No. 3 hard spring; and dirt and shrunken winter wheat to make up the balance. I will add, however, that the car in question was not bought in Buffalo.

Mr. Secretary, I have kept the faith. If I have not finished the fight, I have fired the gun, and hope to receive the support of those who believe themselves to be fellow sufferers, in meeting the recoil.

Send us the grain news from your neighborhood.

*From a paper by F. W. Collins of Cortland, N. Y., read at the late annual meeting of the New York State Millers' Association, Buffalo.

OHIO GRAIN DEALERS MEET.

In point of attendance and interest the fall business meeting of the Ohio Grain Dealers' Association, held at the Hotel Chittenden on October 12, was probably one of the largest and most enjoyable in the history of the organization. It was one grand experience meeting from beginning to end, and the fellows that did not rise at some time during the forenoon or afternoon sessions to say something about the corn crop or of the numbers of trade subjects discussed, could be counted on one hand, and there were close to one hundred and fifty present. The meeting was held in the quaint German Room of the hotel, and was called to order at 10:30 a. m. by President Fred Mayer of Toledo.

In his address of welcome President Mayer said:

Gentlemen, this certainly is a jubilee meeting; and I am gratified to see so many here. I am especially pleased to have among our number President Henry L. Goemann, of the National Association, President J. W. Burks of the Millers' Federation, President M. L. Finell of the Ohio Millers' Association, and a man who resembles Roosevelt, Emery Kerwin of Baltimore. If the smiles on your faces be any criterion, you certainly have had a good season. You are here to talk business, our business, your business; you are here to learn all you can; and I hope all of you will take some part, if it is only to say "Mr. President." Ohio this year has raised a bumper corn crop. When will you begin to buy? Where are you going to get your cars? These are questions I leave with you for discussion.

After the applause which greeted the president's remarks had subsided, President Mayer introduced Secretary McCord, who spoke briefly, outlining the program of the day and telling something of what had been accomplished and was being accomplished by the Association. He paid a flattering tribute to the Ohio State Railroad Commission for the invaluable aid it has been to the Association in correcting some of the evils and injustices it has had to contend with at the hands of the railroads. The members of the Commission attended the afternoon session and took part.

"The Commission has done a grand work," said Mr. McCord, "and the Association is getting results. There are now two important cases in which Ohio grain dealers are interested pending before them—one relative to cars and the other regarding switching. But the thing probably uppermost in our minds at this time is corn. If you handle it intelligently there is no reason why the yield should not be profitable to each one of you." (Applause.)

President Henry L. Goemann of the Grain Dealers' National Association, followed Mr. McCord, and gave an instructive and logical address upon the so-called "bill of lading" evil. Legislation is badly needed, he said, to bring about changes in the present system. The carelessness of the shippers, he said, was oftentimes much to blame for the discomforts suffered. A shipper can help the Association by doing business in the right way. The way to help, he pointed out, was to refuse to accept a bill of lading that is not made up properly. "The abuse can easily be rectified if we go about it right. You must have your bill of lading right to protect yourselves. The signature to a bill of lading to be legal should be either by indelible pencil or ink, never a lead pencil. An erasure on a bill of lading renders it void. No shipper should accept a bill of lading without a rate indicated. Rates must be published at least thirty days to be legal. If it is not published, the shipper has no recourse but to ship at his own peril."

Mr. Goemann was frequently interrogated during the course of his remarks upon various phases of the subject on which he spoke, and in each instance he was able to impart much information of general interest and benefit. At the close of his talk he advised each member to procure a copy of the Hepburn act and familiarize himself with what it has to say relative to

interstate shipping, etc. At the request of Mr. Goemann, copies of the following circular letter prepared for a grain dealers' association were placed in the hands of those present. The letter is self-explanatory and is herewith appended:

Referring to call for meeting next Friday, will say I expect to be there if nothing prevents. If you know of a prescription that will make dealers buy grain in a sensible manner, both in respect to price and grade, lay in a good stock for the meeting and see that everybody gets a large dose (myself not excluded). I think for downright foolishness the dealers in this section deserve a leather medal, and it is high time we were doing business on business principles, buying the grain that belongs to our several points, with a reasonable profit in view, rather than trying to buy all the stuff far and near with no margin at all, like it has been done up here all season.

If it had not been for the bullish position of the oat market this season, every dealer hereabouts would be holding the sack good and proper. It won't do for one dealer to try to live up to the Golden Rule, while his neighbors try to "do" everybody—farmer and competitor alike.

In this immediate vicinity we have been pestered by that "perennial" and "infernal" scooper, Mr. Blank. He is going about now "seeking whom he may devour," by offering, or rather pretending to offer, 40 cents per bushel for corn, his object evidently being to prevent farmers from contracting to anyone else until corn is fit to shell. His object is perfectly proper, but the means of obtaining it questionable.

Now, laying all jokes aside, can't we get up a discussion along this line that will do us some good? No doubt some who are prominent in association work, and others who have so far lacked judgment as to tell their customers all they know, and some things they don't know, regarding trade and association matters, feel that they have to huck up occasionally to square themselves, but if we all use discretion, there is no reason why we can't lay up a little as we go along, instead of spending all we have in a few years and then stepping aside to let some other fool spend his money, getting nothing in return but a lot of work and worry, and a chance to lie in the Potter's Field, when his earthly career is ended.

H. S. Grimes said if shippers would anticipate their shipments a few days ahead they would not have so much trouble about the bill of lading business.

E. W. Seeds said he believed that the bill of lading proposition was one of the most serious with which the Association has to deal. The railroads have such a careless way of doing business that the bankers don't care to advance money on bills of lading, for the reason that they are not made out properly and are not negotiable security.

Secretary McCord stated that a committee had been appointed by the Association to bring about a reform in this matter, and with the shippers and bankers co-operating with the Association he believed satisfactory results would be accomplished. The bankers will discuss this question at their meeting in St. Louis next week and will probably ask for some legislation on the subject at the next session of Congress. They will tell us what they want for their protection. It is only by hearing these complaints, the secretary remarked, that we can provide against them.

Secretary McCord read a letter of regret from John B. Daish of Washington, who was detained from the meeting by business.

After extending a vote of thanks to Messrs. Goemann, Grimes and Seeds for their instructive talks, the meeting was adjourned until 1:30 p. m. for dinner.

AFTERNOON SESSION.

The wants of the inner man having been satisfied, everyone repaired again to the German Room.

Mr. Cunningham was called upon to tell of the condition of the wheat in the grain elevators in his district. He said: "We have taken our wheat in time and have had little to turn hot. What is in our elevators is all right. If you can get rid of the weevil, you ought to have no trouble with heat. Watch the wheat you buy from the farmer. If wheat is kept running,

there is no reason why there should be any danger from weevils. The red weevil needs close watching, for it will hatch after the kernel has been ground. Cleanliness is essential at all times in your bins."

Another suggested if wheat has the weevil smell, it should be scoured before given to the miller. The effect of the black weevil was declared less dangerous to wheat than the red weevil. Many farmers have weevils in their grain through their carelessness in garnering it in clean places.

In shipping the use of paper in lining cars was recommended as a great means of saving. The total cost of papering a car, one miller estimated, would vary from 7½ cents to \$1, according to the grade of paper used. Less trouble would be experienced from leaking grain in cars by bracing doors from the inside.

Corn was the next theme discussed. Mr. Grubbs of the Darke and Preble Association said that 40 cents per hundred was being offered to farmers in his district for new corn. "We don't think new corn will be fit to handle with good weather before November 10."

The millers in the audience said they must have corn before that time. The Miami County Association has declared it will not buy corn before November 10, and is using efforts to influence other counties to follow its action.

The deduction taken from the various speakers' remarks was that it would be more profitable to wait for corn until it is in good condition. October has been a great drying month for corn.

Mr. Seeds of Columbus said: "I think it is five years ago, at the fall meeting, that you were exercised about your grain shipments. Someone introduced a law from Wisconsin making a carrier liable for the prompt delivery of grain. You appointed a committee to investigate the law, with a view of having legislation similar to it enacted in Ohio. The Shippers' Association sprang from this effort. Last year the Ohio legislature gave us the Railroad Commission, which I am frank to remark has given us great protection against unjust discrimination by the railroads." Concluding his remarks, Mr. Seeds introduced the members of the Ohio Railroad Commission, who honored the gathering by their presence.

Mr. Gothlin was the first to respond. He said he feared the grain dealers of the state would be up against a dearth of cars this fall. In an interview with the Interstate Commerce Commission he said he had been informed that the railroads would be unable to furnish probably one-half of the cars that would be needed.

Referring to the bill of lading proposition, he said: "It has been a question that has been attracting the attention of shippers in all parts of the country." The non-negotiable feature of the bill of lading he summarized as being one of most vital interest to grain dealers. The Hepburn act greatly obviates the danger from this source, and if properly enforced it should be of great benefit to grain men.

Mr. Hughes, legal representative of the Commission, recited in a logical way the purposes of the Commission and its operations with the railroads. He said: "Great efforts have been made in Congress and in the legislatures to secure the enactment of laws governing evils with which the Commission has to deal. We have to deal with the large and small dealer, and it is the intent to see only that equity is done to all concerned."

Mr. Morris thanked the Association for its kind invitation on behalf of the Commission.

Howard Mannington, clerk of the Commission, was the concluding speaker. He told a witty story, which made a hit with the crowd, and sat down.

James Albert Ford, of Ohio State University, gave a short talk in which he bespoke the hearty co-operation of the State Agriculture Department

for both grain dealers and grain raisers in the state.

The discussion of corn was resumed. Mr. Patterson, from the southern part of Ohio, said he believed corn could be safely marketed by November 1.

Another speaker said corn was very uneven and there was a great deal of it green.

Mr. Cass, of Weston, said he never found the corn crop better. The quality of it is commensurate with the yield—good.

Mr. Hull of Plain City said he got lots of corn in his district, but it was not ready to move yet.

Mr. Campbell of Atlanta said he found lots of green corn.

W. W. Culver, the Toledo inspector, said the secret of handling good corn is to see that it is perfectly clean. Hot corn is the result of a lack of proper airing.

Mr. Seeds said he was interested in the movement of corn, but he did not want to buy it before it was ready. The sensible thing to do is to do right. Mr. Cass tells us he has shipped several cars of ear corn and has some ready for shelling. It isn't right to compel him to wait until you can. That's his risk. Ship corn and clean corn.

Inspector Culver said the dealers should encourage an improvement in seed selecting and sowing and the distribution of agricultural literature tending to improve the product.

Mr. Grubbs spoke against using a loader in loading November corn.

Mr. Cass said he did not believe any one loader was responsible for all the hot corn. Load slowly and you will avoid much trouble. Ohio is an industrial state. The boy is deserting the farm for the factory and the farmer is simply up against it. This is why, perhaps, he does not give his grain the attention he should.

Mr. Wells: Speaking of the loader, I can't say much about it. We load all our corn by shovel. Our corn is very much better than last year, although a trifle irregular. We will not handle our corn until it has thoroughly dried out. We had an experience last year that we don't care to repeat.

Ex-President Marshall said he had loaded corn with a shovel that had turned hot. The loaders are not always at fault, in this particular.

John F. Courcier of Toledo, secretary of the Grain Dealers' National Association, was unable to be present, but sent the following address, which was read by Secretary McCord. It follows:

I am pleased to report the condition of the affairs of the National as being nominally satisfactory. I say nominally, for the reason that we are prevented from taking hold of some propositions with needed vigor because of the ever-present necessity of holding down expenses. The number of withdrawals is small, compared to last year. We have only five delinquents among our terminal members, and eight among our direct country members. From our affiliated membership we have received \$422 on a membership of approximately 1,400.

Occupying the position I do, with the opportunities of being constantly confronted with the needs of the trade, I am constrained to urge our members, not only to pay their dues promptly, but also to do missionary work among their fellow dealers, with a view to increasing the membership and income. I know it must be annoying to the faithful few, who always attend such meetings as this, to be compelled to listen to complaints concerning money matters, but I assure you that the act of listening, on your part, can be no more distasteful to you than the act of speaking, on my part, is unpleasant to me. However, I consider it a part of my duty to call your attention to such facts and conditions as may occur to me to be of vital importance.

As stated in a circular which I recently sent to non-members in terminal markets, our trade rules, arbitration features, legislation prestige and general moral influence cannot attain to their greatest possibilities while there are so many dealers who are unfamiliar with the advantages of a closer union.

We have this year a larger number of important committees than the Association has ever had in any one year, and we think we may well be proud of the personnel of each.

A number of arbitration cases have been filed since the annual meeting, and a few differences have been settled direct. In connection with this

arbitration feature, I wish to quote from the last annual report of the arbitration committee of the Texas Association. That committee says in part: "The committee means briefly to pay its respects to that moral degenerate, the man who, after entering upon the friendly arbitrament of any dispute, under a pledge of honor to abide the result, stultifies himself and outrages all decency by failing to do it. The language does not hold a fit expression of contempt for the mongrel who repudiates the obligations of arbitration into which he has entered as a free agent."

We will admit the views of the arbitration committee of the Texas Association to be a severe arraignment, but I am not disposed to modify it, and I wish it were possible to place a printed copy of that part of the report which I have just read before every grain dealer in this country, so that no guilty ones might escape. Do not construe this to be an imputation on the grain trade as a whole, not by any means, but I think you will agree that a repudiation of a contract by one member more than offsets the good influences of a hundred honorable transactions.

Another feature, sometimes encountered, is that of refusal to arbitrate. I have spoken in this connection upon other occasions, and will only say now—and I believe you will back me up in the position—that refusal to arbitrate is almost as reprehensible as failure to comply with an award of the arbitration committee.

No definite action has been taken by our legislative committee, but our chairman is keeping in close touch with legislative matters, and will act promptly when occasion demands. Under this head, the uniform bill of lading is to have attention. In the meantime we have endeavored to determine as to just what our rights are, under existing laws and rules. After reading the amended interstate commerce law and after comparing the classifications and bills of lading now in use, we came to the conclusion that it was unlawful to sign a bill of lading; also that the much mooted question of negotiability of bills of lading could be taken care of under existing rules. We secured a number of opinions on our version of the law, and, as a result, I issued a circular to our members [printed on page 205]. While the carriers may not approve of some of our views, yet they certainly will concede that we will have performed a distinct service when our members become accustomed to observing the cautions in the circular respecting the manner in which bills of lading should be filled in.

Our membership committee has manifested a decided interest in a quest for new members, and we bespeak for the chairman and his associates the fullest co-operation in any plan which may be proposed for the increase of our membership. We have enrolled thirty-four new members since the annual meeting.

The trade rules are fast becoming a recognized force in the trade. I have received orders for over 600 extra copies since our tenth annual meeting. You no doubt will be pleased to learn that the Cleveland Chamber of Commerce has adopted our rules as the rules of their chamber.

We feel that when Mr. King, as chairman, Mr. Grimes and Mr. Rumsey consented to compose the personnel of our committee on crop reports the interests of the grain trade were provided with as able a representation as it was possible to secure. What they may have to do will be determined by opportunity, but we can rest assured that whatever is done will be done well.

The circular concerning the bill of lading—to which I have referred in these remarks—may develop some work for the transportation committee, but that is a matter entirely of the future.

The chairman of our committee on demurrage has up to this time conducted a great deal of correspondence relative to the subject in hand, and while his efforts are somewhat circumscribed by the want of funds, yet he has hopes of accomplishing something of a definite character within the current convention year.

The grain and feed dealers' committee, of which Mr. McCord is chairman, is rapidly nearing a point where a meeting of the committee would no doubt be advisable. The object of this committee is to formulate rules and to appoint committees to take care of the interests of the feed trade, under the general supervision of the Grain Dealers' National Association.

As soon as the committee on uniform confirmation blank was completed, all papers in my possession were forwarded to the chairman, and the matter is now in his hands.

The National Hay and Grain Joint Committee held a meeting in my office in Toledo on September 3, but as the subjects discussed were of a progressive nature—they being still under advisement—I have nothing of a definite character to report.

At the tenth annual convention, the following resolution was adopted:

"Resolved, That the Grain Dealers' National

Association believes that standards of grain inspection should be as stable as the currency, and as uniformly accepted. To accomplish this, it is necessary to have an absolutely uniform standard of inspection, both in phraseology and in fact. To accomplish this end, we recommend that each market having public inspection be requested to name a delegate, such delegates to meet as soon as possible, to make recommendations to all exchanges for a uniform standard, as above stated."

For some time after the annual meeting, President Goemann thought it advisable to appoint a special committee to arrange for a uniform grade congress. However, he finally decided to direct me to take up the work. I immediately sent an invitation to twenty-four independent exchanges, and later invited the state departments of Kansas, Missouri, Illinois and Minnesota to send one or more delegates. It was our judgment that even though the independent exchanges were to adopt uniform standards and phraseology, the effect would not be sufficiently far-reaching to accomplish the desired end, without the concurrence of the state departments. As a means to the best possible results, we suggested that each commission appoint a delegate from each market under its supervision to co-operate at the proposed conference with its personal representative—believing that the additional representation would prove to be of material benefit in the discussion of points of fine distinction. Fourteen independent exchanges have already notified us of their willingness to appoint delegates to the proposed conference. We have received only two unfavorable responses thus far, but the objections were of such character as to justify us in believing that we will be able to overcome them. As soon as we have heard from all of the state departments and the remaining few independent exchanges, we will be ready to take up the question of a time and a place for holding the meeting, our object in holding that feature in abeyance being to avoid assembling before everything was in readiness and a thoroughly representative attendance assured.

A great deal has been said of late of government supervision, but I am confident that if the grain exchanges will take advantage of the opportunity now available to establish uniformity, desired results can be attained with greater satisfaction to the trade in general.

C. B. Jenkins, ex-president of the state association gave an excellent talk at the close, advocating friendliness, as one of the potent means of promoting the interests of the organization.

THOSE PRESENT.

Following is a partial list of those who were present: J. W. McCord, Columbus; C. A. Williams, Kent; A. M. Courtright, Paulding; O. W. Bishop, Corwin; Charles Pierce, Van Wert; E. A. Grubbs, Greenville; J. A. Crawford and John McDonald, Washington C. H.; Foss Zartmans, representing Miami Grain Co., Xenia; Frank C. Hubbell, Alpha; E. L. Greely and E. L. Goemann, Xenia; S. M. Thorne, Sabina; Henry Beaver, Morral; K. B. Seeds, representing the Seeds Grain Co., Columbus; Mr. Watson, representing Watson & Son, Port Seneca; R. G. Calvert, Selville; W. J. Jenkins, St. Paris; Wm. E. Smith, representing the Richardson Scale Co., Chicago; H. O. Barnhouse, Raymond; C. C. Barnhouse, Agosta; R. H. Watson, Old Fort; A. A. Cunningham, representing The Sneath-Cunningham Co., Tiffin; Harry W. Kress, and Edward Richter, Cincinnati; E. W. Seeds, of the Seeds Grain and Hay Co., Columbus; A. B. Beverstock, representing the Cockley Milling Co., Lexington; L. L. Cass, representing the Cass Company of Weston; T. J. Stoffer, representing Alder & Stoffer of Buffalo, N. Y.; C. Rhonemus, Reesville; H. S. Heffner, of the Heffner Milling Co., Circleville; R. G. Calvert, Selma; Frank Hastings, of Kerr & Hastings, Cedarville; J. W. Channel, Melvin; Frank Langdon, Wilmington; George M. Venfer, Clyde; W. S. Snyder, Kenton; H. R. De Vore, with H. W. De Vore & Co., Toledo; Fred Mayer, of J. F. Zahm & Co., Toledo; Will Cummings, with J. J. Coon Grain Co., Toledo; E. H. Culver, chief grain inspector, Toledo; Louis Menell, representing the Isaac Harter Milling Co., Toledo; Kent D. Keilholtz, with Southworth & Co., Toledo; Henry Goemann, of the Goemann Grain Co., Toledo; Emory Kirwin, Kirwin Bros., Baltimore, Md.; Bert A. Boyd, Indianapolis; H. H. Hill, The Southern Grain Co., Cincinnati; William Klein, Union Grain & Hay Co., Cincinnati; C. E. Lloyd, Washington; E. R. Woodrow, Scott & Woodrow, Columbus; Jesse Brundage, of the Brundage Company, Kingston; F. E. Langdon, Wilmington; A. S. Garmen, Akron, with Huntley Manufacturing Company, Silver Creek, N. Y.; George Leggate, McGrew; A. A. Croft of Toledo, representing The Wolf Company, Chambersburg, Pa.; J. S. Meyers, of Meyers & Patty Co., Pleasant Hill; J. F. Cop-

pock, of Patty & Coppock, Fletcher; J. A. A. Geidel, representing D. G. Stewart & Geidel, Pittsburgh, Pa.; Robert Sheets, representing R. S. McCague, Pittsburgh, Pa.

CONFERENCE OF MILLERS AND GRAIN MEN.

A joint conference was held at St. Louis on October 2 between the members of the Southeastern Millers' Association and a delegation of St. Louis grain commission men at the Southern Hotel. It developed that the subject for discussion was to adopt some plan on which the millers and the grain men could co-operate to work a change in conditions looking to an improvement in inspection at St. Louis. It also proved that another object which the millers, at least, had in view, was to seek to have the rule of the Exchange admitting the delivery of hard wheat on contract at 3 cents penalty abrogated.

The result of the conference was that a resolution was adopted appealing to the members of Merchants' Exchange to induce the directors to consider such measures as may best improve the quality of wheat delivered on contract, and to secure their passage and operation.

It nowhere appears in the report of the meeting that anyone offered any suggestion as to what might be done, unless it was the recommendation of certain parties, both millers and grain men, that a return be made to a single variety of wheat delivery; but others pointed out that this by no means would reach or improve conditions affecting quality of wheat delivered on contract.

The main difficulty as to this matter, so far as St. Louis inspection is concerned, is that the inspection of grain is not controlled by the Exchange. If the wheat offered by an elevator will pass inspection, how is the Exchange to help itself? It neither employs the inspector nor fixes the grading. The only thing at the present time, it would appear, that it can do is to bring a pressure to bear on the Missouri State Board of Railroad and Warehouse Commissioners, to see that the men whom they employ are both honest and competent and that the grading is made strictly in conformity with the requirements of the state rules determining grades.

BONDSMEN IN NORTH DAKOTA.

The Railroad and Warehouse Commission of North Dakota has ruled that foreign grain companies doing business in that state must file copies of their incorporation papers or be incorporated in the state or be refused license to do business there. The bonds required to be filed before license is granted must also be signed by residents of that state.

The rules governing the conduct of the grain business were revised to conform to the existing statute, both of which are required to be posted conspicuously in every elevator doing business in that state. Among these new rules the most important is one requiring that any elevator found guilty of giving false weight, using what is commonly known as plugged weights or scales, that had not been properly inspected, should forfeit their license to do business and be unqualified to again receive a license for a period of one year. This rule, the commission says, will be strictly enforced.

There are 200 grain elevators in Oklahoma, twenty-five of which were built during the past year.

No change in the grading rules of the state of Washington will be made for handling the crop of 1906.

Seneca County claims to be the banner wheat county of Ohio, with a production approximating 1,000,000 bushels.

At Fort Worth, Texas, the inspection department of the Board of Trade handled 1,060 cars of grain during September.

MITCHELL CORN PALACE.

It sounds like a paradox that a "corn palace" should be erected for exhibition purposes in a country no one would readily think of as a "corn country." But in recent years southeastern South Dakota has become a corn country, as it is also a dairy country to some extent—diversifying its crops like any other old-new country.

The Corn Palace Exposition at Mitchell is not a new institution by any means, in the sense now understood in the West as "new." It is some twelve years old, and during that time it is estimated that over 300,000 strangers have visited Mitchell to see the Palace, which is annually filled with county exhibits of the products from all parts of the state. For the first ten years of the Exposition the original building answered, but last year (1905) it was "remodeled;" that is to say, the old building was razed and a new one, embodying only the general architectural features of the old one, was erected. This building is 125x142 feet in size, and cost about \$20,000. It has an auditorium that will hold 6,000 people besides exposition space. Colonel Rohe of Laurence, Kan., decorated the building, using this year some 1,500 bushels of

sell a membership to any of the members of the Farmers' Exchange; that it sought to control the grain trade at the head of the lakes and keep the Farmers' Exchange out.

Judge Dibbell found that the Board is not a conspiracy as charged; that the Minnesota Exchange did not apply for membership and was not refused; that there was no conspiracy or effort made to prevent the Exchange from marketing its grain in Duluth; that the Board does not itself deal in grain; that competition between the buyer and seller is active and free; that the Board does not in any way attempt to fix prices, limit production or prevent competition; and that the facilities which it provides are in aid of the traffic in grain from the point of production to the point of consumption.

The Attorney-General, E. T. Young, in spite of the conclusive character of this decision and universal recognition of the commercial necessity of just such bodies as the Duluth Board of Trade for the facilitation of trade and commerce in grain, says he will carry the case to the Supreme Court and make an effort to establish the principle that no body of men can form an organization such as the Board of Trade is supposed to be. "They have a



THE MITCHELL CORN PALACE.

locally grown ear corn for the purpose, together with stalks, grasses, straw, fruits, etc.

The attractions at this season's show, September 24-29, were the famous Scotch concert band, known as "The Kilties," and a vaudeville company. Some 20 or more counties had exhibits of their products in the building. On the streets there were numerous bands, free shows, balloon ascensions, and the rest of the list. It was a "great week" for Mitchell.

DULUTH BOARD NOT A TRUST.

The attack of O. G. Major of the Minnesota Farmers' Exchange upon the Duluth Board of Trade, using the name of the state and the Attorney-General as prosecutors, to declare the Board a "trust," has failed. The complaint, which was heard by Judge Dibbell of the U. S. District Court at Duluth, was that the Farmers' Exchange was selling its grain through a commission man who was a member of the Board, and that the Board refused to allow him to deal in grain through the Board unless he quit doing business with the Exchange. The state tried to produce evidence of a conference at which it was alleged this commission man had been notified to quit dealing with the Exchange, but the men who were alleged to have served the notice on him denied on the stand that they had ever given him any such ultimatum. The state then had no case against the Board on those grounds, for the Exchange is permitted to do business with its members. The complaint also alleged that the Board of Trade had fixed the price of its membership arbitrarily at \$1,000 and refused to

perfect monopoly of the market, for it is impossible for anyone to sell grain except through the Board of Trade; and if they have the power to dictate what commission each member shall charge, they have utterly destroyed all competition. If they can say that each member of the Board shall charge one cent a bushel on wheat, they can easily say that he must charge five cents a bushel. If they can penalize him for refusing to charge the established commission, it practically amounts to a license to take any percentage they wish out of the grain producers and consumers. One cent a bushel on all grain produced in the state amounts to a fortune for every member of the Board."

Toledo had its first car of 1906 corn on October 8. It was from Southern Ohio and graded No. 4 yellow, being very damp.

E. J. Newell & Co. of Boston, stock and grain brokers, failed on September 22 for \$250,000, with nominal assets of \$300,000.

Baltimore shipped a full cargo of corn to Egypt which arrived on September 10 in good condition. It was the first full cargo in six years.

Milwaukee on September 24 received 485,000 bushels of grain, which was within 15,000 bushels of the high record of the week previous.

An ear of Kansas corn is reported as having twenty-eight rows of kernels and forty-two kernels in a row, or 1,176 kernels in all. It has been entered in the 1906 championship corn contest. The ear weighs more than a pound and a half.

[For the "American Elevator and Grain Trade."]
**SUFFICIENCY OF TELEGRAMS
 FOR CONTRACT FOR CORN,
 "TERMS GOOD FIRMS."**

BY J. L. ROSENBERGER.
 A Member of the Bar of Chicago, Ill.

Where one grain dealer solicits another to make an offer to buy certain grain and the latter wires such an offer, giving terms in full, and the former sends an answer in the form of a statement that he will sell the grain mentioned, repeating the very terms of the offer, a contract of purchase and sale, the Supreme Court of Kansas holds (*Bennett vs. Cummings*, 85 Pacific Reporter, 755), is thereby effected.

Again the court says, referring to certain telegrams in the case before it, the seller wires to the buyer asking for an offer. The offer is made. The seller then replies, but, instead of referring in terms to the message he has received and either accepting it or proposing a modification, he states in detail what he is willing to do. Under the circumstances stated, if the essential features of the trade indicated in the last telegram are identical with those of the one preceding it, it is, in effect, an acceptance of it, and requires no answer in order to complete the contract.

Moreover, where a time of delivery is mentioned in the request for an offer and a shorter time is named in the offer, and the final telegram is silent on the subject, circumstances may justify treating such silence as an acquiescence by the seller in the time proposed by the buyer. And where the acceptance of an offer is otherwise sufficient it is not rendered ineffective by the addition of words which do no more than state a condition which the law would imply in any event.

In this case, the telegram containing the offer to buy a certain quantity of corn and the one sent in answer to it corresponded exactly, except that in the latter there was no reference to the time of delivery, and the words "terms good firms" were added. The court holds that a complete agreement for the sale and purchase of the corn resulted from the interchange of the communications. It says that the matter of time was, of course, important, and unless it was agreed upon there could be no meeting of the minds of the parties. The first telegram sent solicited an offer and referred expressly to the time of shipment, placing it within 15 days. In response to this the invited buyer submitted an offer reducing the time to one week and asking an immediate reply. An answer was at once made which restated the other terms of the sale but was silent as to the time. The consideration of time could not be thought to have been overlooked. That it was given attention by both parties was manifest from the first two telegrams, and in view of this fact it could not be supposed that when the seller sent his last dispatch he intended to leave the time of delivery open. He must be deemed either to have stood upon his own first proposal or to have acquiesced in the modification made by the other party. Inasmuch as the latter in his offer distinctly placed the time of shipment at one week, and asked an immediate reply, and as an immediate reply came which was absolutely silent as to this feature of the case, the court decides that such silence, under the circumstances, was fairly to be interpreted as an acceptance of the conditions imposed in this respect by the would-be buyer.

If the words "terms good firms" added to the second telegram sent by the would-be seller imported a new condition, they, of course, prevented its operating as an acceptance of the would-be buyer's proposal. But, however blind the expression might seem in itself, it was not difficult to attach a meaning to it when it was read in the light of the whole correspondence. It clearly meant that the corn was to be weighed at its destination by responsible business men; that the seller did not bind himself to accept weights made by unreliable people. In the absence of a

special agreement there was no obligation on his part to do so. The words used did not affect the contract between the parties. The situation was the same as though the seller had said, "I reserve the right to insist upon honest weights." The mere declaration of a matter which the law clearly implied was not the addition of a new term.

NORTH DAKOTA BANKERS AT THE HEAD OF THE LAKES.

In accordance with instructions of the Association at its late annual meeting, a committee from the North Dakota Bankers' Association recently visited Duluth and Superior to examine into the conditions surrounding the handling and marketing of grain at the two cities—in reality a single terminal, but unfortunately situated, as is the St. Louis market, in part in two states, each with its own inspection system, and each with a Board of Trade, in Duluth legitimate and in Superior illegitimate, at least in its practical operation, the Superior Board of Trade being no more nor less than a bucket-shop, against which the Chicago Board of Trade has begun proceedings to prevent the use of its quotations.

The North Dakotans were accompanied by Senator Hudnall of Superior, who has been championing the Superior market and the Wisconsin inspection. When the visitors were at Duluth, however, the members of the Board in the latter city objected to his being admitted to the conference because of his decided stand against that organization, and he withdrew.

The committee subsequently visited the elevators and yards to investigate the weighing and inspection systems, and then went home, without, however, giving any intimation of their views, except that Senator Young, a member of the committee, is quoted as follows:

"One-tenth of what the Dakota farmers lose on their grain up here through Minnesota inspection would build us a first-class terminal elevator. Of course, we should like national inspection, but to get that we would have to fight every grain ring in the country and it will be years before that can be secured. Until that time shall come our only hope is Wisconsin inspection. And you can bank on the fact that we will get Wisconsin inspection. We are going to make a report of our trip to the North Dakota Legislature and will also bring the matter before all the farmers through the bankers. We are not quitters out there and will keep on till we get what we want.

"We are not asking for a great deal. All we want is a fair show and a competitive market. We have the best grain in the country, and we want the people to know it, and we want a fair price for it. If the Eastern buyers could get our grain without having it mixed they would pay a premium for it. We have noticed a slight improvement in the conditions since this agitation was begun."

On his return to his home at Valley City, N. D., Senator Young, among other things, added that the preparation of the report has been delegated to W. C. McFadden of Fargo, but it may be a few weeks before it is completed. Without anticipating the report, the senator, however, objected to the inspection at Duluth-Superior, because on account of certain existing injunctions no attempt is being made at this time to inspect grain under the Wisconsin law. The Minnesota inspectors do their work partly in Minnesota and partly in Wisconsin, but "they are responsible for the faithful discharge of their duty under their oaths and their bonds only while they are within the state of Minnesota. While they are in Wisconsin, they act as private citizens and without the restraint and safeguards of their official oaths of office and the honest and faithful discharge of their duties guaranteed by their official bonds. It requires no argument to demonstrate that this is a serious condition and accounts to

some extent for the irregularities which have existed and still exist in the Minnesota grain inspection service."

The senator objects, also, to weighing the grain in hopper scales in the cupola, but insists that "it should be weighed on the track"—which goes to show that the senator does not know a whole lot about weighing. "I can see no reason why anything should be removed before it is weighed—not even the dust. On the track is the place to weigh the grain, in the open. The cards should be shuffled above the table. How long would the farmers stand for having their wheat weighed in the top of the country elevator?"

FAVORS IN MINNESOTA.

While President Stickney of the Chicago Great Western was directing an attack on the "Py" elevation allowance contract as a special favor to one Union Pacific shipper, the Minnesota Railroad and Warehouse Commission was engaged in hearing complaints on commodity rates in that state, in which it was developed that the C. G. W. was also distributing favors to a limited scale.

Samuel C. Stickney, general manager of the Chicago Great Western, was the witness, says a press report. The main portion of his examination was an attempt to show that the Interstate Elevator Company of Minneapolis receives free switching, although the published tariff for such service is \$1.50. It was shown by the examination that the Great Western places cars kicked on the tracks from other systems at this point free of charge to the Elevator Company.

"Why do you do this?" was asked.

"I do not know," he replied. "It was a custom when I became general manager.

"Why don't you change it, then?"

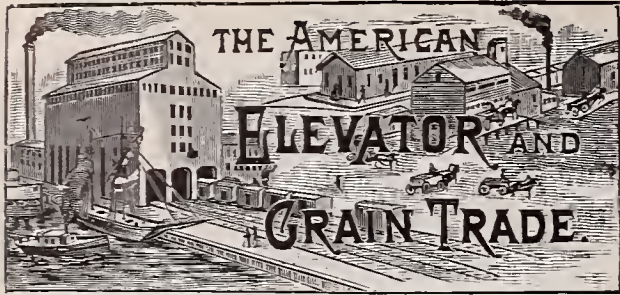
"I am not a reformer," retorted Mr. Stickney.

Mr. Stickney admitted that no other road could reach the elevator, as it stood on the main system, and that the shunting of the cars to the elevator was a legitimate part of the service.

NEW MEMBERS OF THE NATIONAL.

The following is a list of the members of the Grain Dealers' National Association enrolled since the tenth annual convention, held at Chicago in June last: Collin & Fry, Empire, Mich.; F. D. Voris, Neoga, Ill.; B. S. Williams & Co., Sheffield, Ill.; Alex C. Durdy, Ohlman, Ill.; George Beyer, De Pue, Ill.; H. C. Arnold & Son, Bluffton, Ind.; Berne Grain & Hay Co., Berne, Ind.; Crighton & Co., Chicago; Long Dock Mills and Elevator Co., Jersey City; Electric Elevator and Milling Co., Buffalo; E. K. Lemont & Son, Philadelphia; J. C. Bennett & Co., Nashville; Donmeyer, Gardner & Co., Peoria; Southern Grain Co., Kansas City; N. A. Faulkner & Co., Arcadia, Fla.; Patton-Hartfield Co., Memphis; W. L. Green Commission Co., St. Louis; J. H. Dole & Co., Chicago; George W. Hill & Co., Nashville; McLemore Grain Co., Nashville; Philip H. Schifflin & Co., Chicago; South Park Grain Co., St. Joseph, Mo.; Oradell Flour, Feed & Grain Co., Oradell, N. J.; Chas. D. Jones Co., Memphis; Bossemeyer Bros., Superior, Neb.; Standard Hay and Grain Co., Cincinnati; Brosseau & Co., Chicago; The McCaul-Dinsmore Co., Minneapolis; Warren Commission Co., Peoria; Harrisburg Feed and Grain Co., Harrisburg, Pa.; The Willison-Earle Co., Clarksburg, W. Va.; E. B. Hodges & Co., Norfolk, Va.; Young & Nichols, and Marfield, Tearce & Noyes, Chicago.

Grant Robinson of St. Paul, Minn., is said to have bought a tract of 60,000 acres of prairie land in Texas along the line of the "Sunset Route," the entire acreage to be planted in macaroni wheat, the seed for which has been brought from the Volga regions of Russia and the Mediterranean. The work of putting the land in cultivation will be begun at once. It is expected that 500 acres will be planted by next spring, 5,000 acres in cultivation next year, and 30,000 by 1908.



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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., OCTOBER 15, 1906.

Official Paper of the Illinois Grain Dealers' Association.

TOWARD UNIFORM INSPECTION.

Fourteen independent grain exchanges had up to October 10 accepted the invitation of the Grain Dealers' National Association to send delegates to a conference on uniform grain grading in all markets; and it is expected the date and place for such conference will be named shortly, which may be attended also by delegates from the four state inspection departments now in operation.

The Chambers of Commerce at Milwaukee and Boston, which are pulling back in the traces because they do not think the scheme "practical at this time," may be interested in the fact that a bill will be presented in Congress at the next session to force this uniformity upon the trade. The exchanges and some individuals may deem the proposition "impracticable," by which they mean undesirable by them, because of the existence of state and exchange inspection; but in spite of the palpable difficulties all observing men must recognize the tendency not merely to uniform commercial laws, but the more pronounced trend of opinion toward Government control of all the machinery of commerce, which includes, of course, this demand for the Government to "inspect" grain in interstate commerce, which means all grain in transit.

It is unfortunately true that boards of trade do not co-operate to improve their own conditions, as a "Chicago philosopher" complains to King & Co., but the reasons are quite obvious: the boards are like other folks—like country grain dealers, for example, in the old days, when each one went about with a scowl for his neighbor and a knife under

his waistcoat. It would do exchanges good to attend this proposed conference and come face to face with the fact that if they don't co-operate to keep control of the inspection as they now control it, they are pretty sure to have that control taken away from them absolutely, and in less than a decade, too. Co-operation and uniformity may delay the change, however.

MARKETING NEW CORN.

The problems incident to the handling of new corn perennially present themselves for solution, and each new season develops its own phases of the old difficulty. This year, like the last, the immediate puzzle is how to get cars to do any business, provided the weather and the condition of the grain are favorable for doing business; but otherwise, owing to the passage of the Hepburn bill, dealers are in a much more favorable position to do business in a business-like way.

But at best, handling new corn shelled the same fall it is ripened is always a gamble. None knows that better than the grain dealer who plays the game; but as in the game of "bridge," let us say, there is the science of the game as well as merely "going through the motions," to those who would play the corn game as it might be played with profit, the "Suggestions" by Mr. Rutherford may be confidently referred. Mr. Rutherford's is not the lazy man's method of doing a winning corn business at any time of year, much less early in the season; but whether the reader acts upon the "Suggestions" or not, it is difficult to point out any flaw in Mr. Rutherford's "rules" of the game, except on the score of some other way being easier and less wearing on brain tissue.

RECIPROCAL DEMURRAGE HIT.

A serious check has been put upon the operation of existing reciprocal demurrage laws by the Supreme Court of the U. S. in a case on appeal from Texas. The Texas law is definite and positive in its provisions relating to the furnishing of cars on demand of shippers; and when a stock shipper who called for 17 cars to be ready for him on April 20, but did not get them until April 21, sued, he obtained a judgment for \$425 in fines for delay (\$25 per day per car) and \$500 damage to the stock by one day's delay; and this judgment was affirmed by every state court.

But the United States Supreme Court in passing on the case ruled as follows:

An absolute requirement that a railroad engaged in interstate commerce shall furnish a certain number of cars on a specified day to transport merchandise to another state, regardless of every other consideration except strikes and other public calamities, transcends the police power of the state and amounts to a burden upon interstate commerce; and Articles 4497-5000, Revised Statutes of Texas, being such a requirement, are, when applied to interstate commerce shipments, void as a violation of the commerce laws of the Federal Constitution. Such a regulation cannot be sustained as to interstate commerce shipments as an exercise of the police powers of the state.

The main objections seem to be that the Texas law at least takes no account of the exigencies of railroading—sudden congestions and actual inability to furnish cars for various reasons; accidents to equipment or roadbed; and so on; and even though the statute may have been dictated with due regard for the public interest, yet, the court says,—

we think that in its practical operation it is likely to work a great injustice to the roads and to impose heavy penalties for trivial, unintentional and accidental violation of its provisions, when no damages could actually have resulted to the shipper.

For, of course, the reasoning of the court is not confined to the action of the law in respect to cattle, but extends to its application to all commodity transportation, by which the practical difficulties are enhanced, as well as the opportunities of shippers to make arbitrary demands and to mulct the carriers in damages under the letter of the law when in fact no actual damage may have been sustained.

The decision puts a new phase on the reciprocity doctrine that is not encouraging, and justifies the contention that the solution of the car-service problem does not lie in that direction at all, but rather in some provision, like that of the Virginia law, which requires, under penalty, the forward movement of loaded cars at a stated minimum distance per day; with, of course, the common law remedy against the carrier for actual losses by failure to furnish cars on demand and for losses by delay in transit.

ALLOWANCES CASE RE-OPENED.

The rehearing of the elevator allowances problem by the Commerce Commission did not put a different light upon the main issue, so far as the grain trade is concerned, to wit, that whatever the original intent was of making the allowance of 1¼ cents per cwt. for "releasing Union Pacific equipment," in effect that allowance was a rebate—a discrimination in favor of the recipient to that amount, which eventually was used by the recipient for the purposes of monopolizing grain at will by overbidding; and when the allowance was so used, it became a permanent disturber of the business of grain merchants as well as of railway rates everywhere west of the Mississippi River. But all that appeared before; nevertheless the Commission said the allowance was legal, since the Union Pacific as a carrier was bound to unload the grain from its cars and could lawfully hire that work done in lieu of providing facilities to do it on its own account—which, practically speaking, was a fallacy, since the consignees of grain have always acted on the assumption that the unloading, like the loading, is a charge upon the grain.

Now, however, "transportation," as defined in the Hepburn act, includes the "elevation" of the grain—the unloading, that is to say. That definition being sustained by the court, is not the Union Pacific contention strengthened, that it has the right to pay for this alleged "service" in lieu of performing it directly?

If, then, the Union Pacific means, as ap-

parently it does, to continue this insidious destroyer of the equities of rates and the fair relations between its own competing shippers, should the Commission authorize the continuance of this allowance contract, there seems to be nothing ahead but a repetition throughout the West of the "old miseries" which have prevailed because of the allowance contract in question. Let it be hoped the Commission will follow the courts with a decision that is based on expediency rather than upon the letter of the law, in which case the allowances would have to go.

THE PENALTY CLAUSE.

The co-operative newspapers are circulating the brief of an opinion said to have been rendered by one Judge Monroe, at Los Angeles, which, it is insisted, bears upon the penalty clause of certain co-operative grain companies' by-laws. It seems that the California Fruit Exchange brought suit against a member for violation of the by-law prohibiting sales of fruit through any rival agency. Judge Monroe found for the complainant on two points, to wit:

First—That the Fruit Exchange is a legal organization, is not a monopoly, and its business of marketing the fruit produced by its members is in no way a restriction upon trade.

Second—That when a person becomes a member of such an organization, signs the by-laws and agrees to sell his produce through the Exchange, he must comply with the by-laws or submit to the penalties imposed by the by-laws.

The courts certainly have similarly ruled in the cases involving the government by public exchanges of their members, and it may be possible that the California Fruit Exchange is of such a quasi-public character that the courts will treat it as they have the great commercial exchanges, the functions of which are so closely allied with the commerce of the country and, indeed, made necessary by it. But to treat every private corporation, like a bunch of farmers organized to buy and sell grain, or grocery men, or other tradesmen, in the same way, would lead to infinite injustice and legalize boycotts and all the other mean instrumentalities used by men separately or in crowds to work malice upon their competitors.

A REMEDY FOR CAR FAMINES.

State Railroad Commissioner Ketchum of Iowa takes issue with Secretary Wells of Iowa, who agrees with this paper that enlarging the country elevators of Iowa would not be of itself a remedy for the car famine. Mr. Ketchum, of course, must be taken seriously, not because he says he has been in the business and knows something, for that is a non sequiter, but more particularly because he says authoritatively that the proposition to compel elevator owners to provide a minimum storage capacity of 25,000 per house will come before the legislature at its next session. Mr. Ketchum asks:

Is the farmer going to be at the mercy of the railroads and the weather to the extent that when he thrashes his grain he must haul direct to the market and sell? Suppose the railroads are forced to put the investment into roll-

ing stock and have enough rolling stock so that they can haul the grain as fast as it is thrashed, which, by the way, would be next to impossible, the farmer would then be at the mercy of the grain men. He would have to thrash in the thrashing season, at which time of the year the price of grain is most often the lowest, and having thrashed he would have to sell at once to the grain men and have his grain shipped to market. Now that is just what I would avoid by having big elevators. Get the grain into an elevator along the railroad track and then ship it at a time when the price is up.

In other words, in order to relieve the railroads of their duty to haul grain when it is offered them, and to enable the farmer to suit his own convenience to thrash or shell and to avoid building his own granary, the grain buyer must needs provide the storage room at his own expense and then be forced to sell puts to the farmers who deliver grain for storage. Great scheme that for a state officer to boost!

CALL TO ARRIVE.

There are still a few country dealers knocking the call to arrive at Chicago, and who, because they don't happen to approve it, for personal reasons, perhaps, see in it the end of Chicago's cash business. As a matter of fact, however, it is practically the universal testimony that the track bidding business was never so fairly conducted from Chicago as since this call was established; and one has but to consult the daily quotations on call to see that the country dealer who sells on call has a better proposition now than he ever had before when doing a selling-to-arrive business, simply because the call makes track bidding an open market proposition now and not a "private house" affair.

So successful in adjusting the equities of the track-bidding system has this call to arrive been at Chicago that Minneapolis has abandoned its former system of fixing the track-bids by means of a committee after the close, in a purely arbitrary manner, and established a similar call in that exchange. The Minneapolis method, crude and doubtless illegal as it was, was at least a recognition that the laissez faire method in vogue hitherto in Chicago, which the "knockers" in the country want to return to, was a system that favored the private bidders at the expense of both the country shippers and buyers in 'change who were not operators of private elevators, and that a new method, just to all concerned, was demanded.

HOW TO STOP SHORTAGES.

Among the various items turned in by his employes to Weighmaster Foss at Chicago was the following from South Chicago:

I wish to call your attention to U. P. Car 65132, unloaded at the South Chicago Elevator "C" on the 17th inst. This was a refrigerator car; and it took two men one hour and thirty minutes to unload it. They had to tear the lining at both ends to get the wheat out. There were two floors in the car, with a space of four inches between them, and as some of the wheat leaked through into this space, which could not be gotten out, this car will fall short; but I think the shipper is entirely at fault for loading wheat into a car of this kind.

No one can be expected to stop that sort of

thing, for the man who defies the elementals is expected to get hurt—probably himself expects it. The shipper of U. P. 65132 alone knows how badly he suffered, and he may take a hint for the future.

Mr. Schuyler at our request has prepared a brief article on the lining of grain cars before loading that will appeal to thoughtful men. The Chicago department, with which Mr. Schuyler is connected, has experimented with this idea for some time on cars loaded to go east of Chicago, and is able to pronounce the device a success. The materials used are very cheap; for to accomplish the purpose cheese-cloth is amply strong to withstand the strain upon it, which is not great. A paper specially prepared for this purpose would probably answer as well; but "any old kind" did not prove successful in the past in Mr. Schuyler's experimenting.

Mr. Schuyler's directions for using the lining are so clear that any workman of common sense can line a car properly; and unless cars are in perfect condition it will always pay to line them.

WHAT TO DO WITH THE UNIFORM BILL OF LADING.

No apology is offered for the publication of the somewhat lengthy paper read by Mr. Sale to the Illinois Bankers' Association on "The Order Bill of Lading." As a basis of credit, the protection of that document by both carriers and shippers, so that the tendency of bankers to refuse handling it may be stopped, is indispensable to a very great number of grain and hay dealers.

It is the habit of many people to conclude that because a custom of commerce and trade has long existed, therefore it will continue to be without any special effort or precaution on the part of the rank and file of the army of business men for whose protection and convenience these customs have existed and whose interests would be adversely affected by their discontinuance. So it appears from the circular by Secretary Courcier, that there are still found shippers who are actually signing the uniform bills of lading when by that very act they destroy the negotiable character of the documents and are stimulating the very tendencies which, as Mr. Sale points out, must be stopped at once if the order bill of lading is to continue in use as a basis of credit.

Mr. Courcier indicates what shippers must do with the uniform bill of lading when they meet it face to face. In the light of Mr. Sale's statement, one can only add that the shipper who does not scrupulously and in every instance follow Mr. Courcier's directions deserves all the trouble his negligence may get him into.

Canadian grain is going into Buffalo surprisingly dirty, considering how strongly those pious Manitoba farmers deprecate the lowering of the standards by the mixing. Where does all the refuse come from, anyway?

Editorial Mention.

Time to fix up chimneys and to look out for winter fire risks and exposures.

Buy calcium chloride now and have your water barrel brine ready for freezing weather.

The Wood-Hammond crowd of bucket-shoppers are about to invade western Canada. God save the "Kanucks."

A Minnesota farmers' elevator company advertises for bids for the job of grain buyer for the ensuing year. They will probably get what they are entitled to!

Buffalo Corn Exchange certificates (par \$100) are held at \$2,500, or about the value of Chicago seats. And still the Buffaloes are no more "chesty" than they think they ought to be.

Now that Judge Dibbell has ruled that the Duluth Board of Trade is not a trust, the fact that \$3,700 was refused for a seat will be especially painful to Col. Major and the attorney-general of Minnesota.

Mr. Collins in an interesting paper presents a problem of grading that is of great moment to millers, and indicates another question of inspection that sooner or later must be met by inspectors and grain dealers.

The shrinkage rate at Louisville continues to give trouble to outside shippers through that market on account of the difficulties in keeping the records so that grain not entitled to the shrinkage does not get it.

The "export rate" problem is before the Commerce Commission for a ruling. As upon the allowances problem, the forthcoming ruling may be the "making" or the "breaking" of the "square deal" features of the new law.

A Farmers' Co-operative Business Congress is slated to be held at Topeka on October 22; and it is expected that the "slump in the wheat market and a remedy will no doubt be up for solution. A remedy can be found if all are represented and act in unison."

The U. P. law department in Nebraska is much gratified to learn that the allowance ultimately is distributed to the farmer, and will no doubt make a point of the fact in the arguments; but would they not be surer of getting it to the sons of the soil if they distributed it directly by paying a station loading fee?

When Inspector Radford of Kansas said he had found that certain Kansas City shippers had "doped" inspected and certified grain after the inspector's certificates had issued, there was a protest by the trade on behalf of the market; but the case was so convincingly put that the Kansas City Board of Trade finally had to suspend W. T. Redmon; but did it for 90 days only, for fraudulent

practices. The sentence is so light that the Board might as well have whitewashed the offender. In most markets expulsion would have been deemed the lightest possible sentence under the circumstances.

In western Canada, as in the United States, there is a manifest tendency of the grain trade to work into the hands of private elevator companies; but there is also the disposition there to "regulate" these companies that has not been so apparent on this side of the line.

The Buffalo Corn Exchange is consistent and sets a laudable example by promoting Frank Carter to be the acting grain inspector to succeed Mr. J. D. Shanahan. Mr. Carter has been with the department for sixteen years and his advancement is made strictly on his merits.

The farmers at Glencoe, Minn., have taken a hint and are building a mixing house of their own. When it is finished and at work, in the hands of a skilled mixer, there will not be so much said of the "iniquitous practices of the elevator" as there was once in that neighborhood, probably.

Weighmaster McCallister of Cincinnati, in appealing through the receivers to shippers to use their heads when loading grain, has been able to cut down the number of bad order cars arriving in that market by 50 per cent in one month, which is a great record, if it can be made permanent.

Zahm & Co., Toledo, say: "Shippers of off grades please notice: When you send us off grade grain tell us at the time that it is off grade. It will give us a chance to order car to certain track, where we may be able to do better." If you don't ship to Zahm tell the man you do ship to.

Walter Kerwin, a Baltimore receiver, says farmers should be educated on what kind of corn to plant and how to cure it for the market; but Mr. Kerwin must not forget that it is quite as necessary to educate some shippers to do their duty both to the farmers and to the grain after they get it.

While this paper has always advocated uniform grain grading definitions and inspection, it has never favored inspection by the Government; nevertheless the editor gladly makes room for Mr. Breed's points in favor of national inspection and recommends them to the reader's consideration.

John M. Stahl, president of the Farmers' National Congress at Rock Island on October 9, arraigned the Government because it spends so much exploiting American manufactures abroad and so little on American products, and attributes to that fact the slow sale of farm products abroad. But Mr. Stahl forgets that Europeans will buy our stuff only at a price; and a thriving foreign trade is possible only when export prices are a little below

those offered by any rival seller. But our prices have been too high to tempt the foreigner. Why, therefore, need the farmer worry? If he gets higher prices at home than he can get abroad (and he does or his stuff would go abroad), wherein is he harmed?

The Erie Canal has redeemed itself this season, in spite of its decrepit condition, by carrying over 15,000,000 bushels of grain and seed to tidewater, against 6,154,000 bushels in 1905 and 8,400,000 bushels in 1904. What will the canal do, at this rate, when the enlargement now planned shall have been completed?

The bull is a most engaging animal. On the floor he is the prime favorite—of the gallery or the bleachers; but it is a discouraging fact that all the big bulls in the end go broke, as King & Co. remind us, or retire. Just why it is that the bears in the round-up get the "mon" and the bulls the "glory" needs explanation; but that's what "they all say" happens.

The smothering of a boy in a grain bin at Richfield, Wis., is recorded—one of many cases where boys playing in the grain were caught by the suction of the moving grain. It is, of course, impossible to prevent wholly this class of accidents, as long as there are boys that play; but the number of deaths recorded is not evidential of any serious effort on the part of elevator owners to keep small boys off their premises.

A New York State Shippers' Association has been organized, "which aims to secure just treatment from transportation companies; to incite its members to better loading and more careful grading, or assorting, of produce; to encourage the planting or sowing of better seed; to secure protection against unscrupulous receivers; in short, to better the general conditions of the produce trade for farmer, shipper and receiver."

Grain shippers have renewed their complaints against the unwarranted and unjustifiable grab of 100 pounds of grain taken by the elevator operators from every car of grain unloaded at East St. Louis. This shrinkage of the weight per car is allowed by the Illinois State Railroad and Warehouse Commission, whose management of the weighing at that terminal has never been creditable to the Commission or to the state of Illinois.

Secretary Strong of the Illinois Association on September 17 issued his first crop report. The report is necessarily somewhat tentative in character and somewhat "spotty" in the matter of the number of replies sent to his inquiries, the section of ten counties of which Pontiac may be styled the hub giving 234 reports, whereas the best other division, to the southeast, gave only 117 reports, while the others range from only 25 to 68 replies. This is rather thin, of course; but for a first report

it is most encouraging. Mr. Strong has the "grip of it," at least; and if he receives the proper support in the country and his inquiries are promptly answered, we are confident the trade in Illinois will find his contribution to the crop report service will become very valuable.

Kansas City has started with much enthusiasm a line of steamers to St. Louis, in the hope of reducing rail rates. The waterway carriers would of course reduce rates; but as soon as the rail rates are reduced to meet the water competition it has been the habit of shippers to desert the waterway and the "regulator" dies for want of patronage. Kansas City's steamboat line will need all the boosting it can get to keep itself afloat.

The Ohio State Board of Agriculture, as to its crop reporting, has adopted a new policy that will commend itself to the grain trade. It has decided to call meetings in different parts of the state of all its 1,500 or more township reporters for instruction in the manner and method of preparing their reports. So far as this writer is aware, this is an entirely novel procedure, but it ought to greatly improve the character of the Ohio reporting.

Mark A. Carleton, the wheat expert who has been in charge of the durum exploitation, now ventures the opinion that the United States is capable of producing a billion and a half bushels of wheat instead of 750,000,000 only, as this season. This is not a wild guess by any means. Given the need, and, of course, the profit, of intense farming, and the American farmer will do as well as his English contemporary, at least; and a billion and a half is only doubling the yield, which will be "too easy"—some day.

One of the interesting features of the Omaha market is the habit they have there of boycotting a carrier for discipline. The Rock Island is now under the ban at Omaha, and J. C. Shaffer & Co., as successors of the Counselman estate, are having a right lively time getting business out there. They are not denied membership in the Omaha Grain Exchange, of course, but the membership committee is deliberative, and pending their action the applicant can get no official weights or inspection. When the Rock Island gets good again "all will be forgiven."

Commerce Commissioner Clements is quoted as having said unofficially that the day is approaching when all railroads will be obliged to provide terminal facilities for handling grain as they do for handling other commodities. And, indeed, a beginning has been made already in that direction, as all the elevators on the Gulf, excepting the Rosenbaum and Galveston Wharf Co.'s houses at Galveston, are now operated as public elevators, as is the new Santa Fe house in Chicago and the C. G. W. House at Omaha; while the new "Q" house at Kansas City will be added to the list, it is understood, when completed. In the

light of the disastrous effects of the allowances system on rates and revenues, it ought not to be now a difficult matter for the railways, as directed by the Commerce Commission, to adjust the regulations governing the operation of these public houses to the needs and the equities of the trade; so that the new movement should be very encouraging to independent shippers and receivers in all markets.

It seems a pity, if it be a fact, as stated before the Royal Grain Commission of Canada, that the Harbor Commissioners' fine elevator at Montreal is substantially a commercial failure, having no effect upon the trade in grain of that port, chiefly because it has no feeders—no one directly interested in getting grain to it or storing it there. The elevator is supplied with every facility for handling grain, but it has no friends. It was, in fact, built in response to a sentiment of outsiders rather than of grain men; and like the fine house at Halifax, it finds itself useless to the trade it was built to foster. All of which goes to show the enormous difficulty of arbitrarily changing the habitual movements of commerce without due consideration to its invisible currents.

The Modern Miller says that national inspection of grain will be a congressional issue soon, and to test public opinion it asked the views of several hundred prominent men in the milling trade, the returns from which show that 60 per cent of the millers favor national inspection, 24 per cent are against it, while 15 per cent either don't care or will not commit themselves. It is a curious fact, however, that in Minnesota only was the majority of millers against national inspection, for from the Northwestern farmers has come the loudest and most often repeated demand for it. In the Middle States the millers, buyers of wheat from the elevators mainly, are practically unanimous for national inspection. The objections to national inspection were chiefly on the ground of "politics" and "red tape" or (in the South) because of the rather obsolete doctrine of "state rights."

It may or may not be a fact, as stated by Governor Johnson of Minnesota in a political speech, that the boards of grain appeals in that state, appointed by him, raised the grade in disputed inspections more frequently than did those appointed by his predecessor in office. If his appointees are honest men, as it is to be presumed they are, they raised the grade on the merits of the grain and not because they happened to be of the same party as Mr. Johnson; and he has no right to assume that their predecessors failed to raise the grade equally as many times simply because they were of another political party. It is very difficult for men in office to be great enough to remain as impersonal as public officials as they appeared to be before election; hence the necessity of civil service laws in the public utility departments of all governments to force them into that attitude

nolens volens. Governor Johnson was elected as a reformer, and we should not presume to say he has not made an admirable governor; but the fact that he was capable of the utterance found quoted in these columns as to the appeal boards demonstrates that even the "best of us" may descend to pettifoggery or worse when the laws of patronage permit and occasion offers.

E. W. Wagner of the Chicago Board of Trade has printed a valuable pamphlet on "Denaturized Alcohol," in which he predicts a large demand for that article, which will but increase with time; and as a corollary he says, "The farmer who disposes of his corn below 40 cents at home is throwing money away." The Commissioner of Internal Revenue predicts a price for completely denaturized alcohol of 35 cents a gallon, but as to specially denatured alcohol he is non-committal, but says "the price will vary according to the cost of the denaturing ingredients selected to meet the necessities of the manufacturing industries." Doubtless the agricultural industry will be greatly benefited by the new law; but if the new industry alone is to hold corn at "40 cents at home," there may be disappointment, since the growth of the industry will depend on the rapidity with which other industries adjust themselves to the new conditions.

A university man in the Business World, a New York publication, has discovered that Chicago is losing its grip on the grain market; and that because the percentages of the grain of American production coming to Chicago is not as great as in former years, the speculative business also, in its turn, will disappear, and Chicago as the world's clearing house for grain will come to an end. There is a measure of truth in all this. It is not to be expected that Chicago can maintain the old percentage volumes as in the past against the new markets of the Missouri River and the Northwest; nor is it to be expected that the volume of speculative business should greatly increase so long as the volume of grain handled by the strictly private houses and merchandised outside the exchanges continues to increase; for as Mr. Rutherford points out in another place, the prevailing habit of so many country shippers to sell to arrive is dead against speculation. Another thing, as shown by the conference of millers and dealers at St. Louis on October 2, the unsatisfactory inspection of out shipments is destroying the practice of millers of buying contract wheat and of hedging their flour sales. This is no longer true to such a degree in Chicago as it is in St. Louis; and for that reason, as well as for the more important one that Chicago still continues to be the largest receiver in the world of grain to be sold; so there is no reason to apprehend that her position as the imperial grain market of the world will be soon taken from her. The trade must have a hedging market, and no place on earth has so many elements of strength in this respect as Chicago, in spite of all the weaknesses laid to her charge.

TRADE NOTES

The Minneapolis branch office of The Wolf Company, Chambersburg, Pa., is now located in the Corn Exchange.

Very many elevators, both large and small, are now equipped with Hall's Automatic Signaling Grain Distributors, and users of the device find the cost and maintenance of their elevators materially reduced.

W. B. Foskett, St. Louis agent for the Richardson Scale Company of New York, has recently sold the Wm. J. Lemp Brewing Company of St. Louis two 8-bushel Richardson Automatic Scales. Each scale has a capacity of 1,000 bushels per hour.

That the Boss Car Loader is keeping up its popularity among grain dealers is shown by the large recent sales of the machine for new elevators, as well as old houses. It is compactly made and distributes the grain evenly and rapidly, until the car is filled with the desired amount.

Sprout, Waldron & Co. of Muncy, Pa., are better equipped than ever this fall to make prompt shipments of their Monarch Attrition Mill. This mill has proven its excellence through a long acquaintance with the grain trade, and is specially adapted to the needs of the grain elevator man.

The Main Belting Company calls attention to its "Leviathan" brand of belting as the most serviceable for the grain trade. This belt is made only from the center of the hide and its lasting qualities are known to very many users throughout all sections where factories make power transmission necessary.

F. H. Day, Chicago representative of H. L. Day, Minneapolis, Minn., manufacturer of Day's Dust Collecting Systems, has just returned from an extended trip to the Pacific Coast. That section has been an especially good field of late and many systems have been installed there recently, as well as in the northwest and central states.

The N. P. Bowsher Co., South Bend, Ind., recently had a city fire alarm box installed on the ground between the factory and lumber yards. This, in connection with the district patrol service and private hydrants, gives the company protection not excelled by any other factory in the city. The company has recently enlarged its facilities and added a large amount of new machinery. A new office building is also in course of construction.

E. W. Wagner, 99 Board of Trade, Chicago, has published a new pamphlet on tax-free denatured alcohol, discussing its bearing on corn prices and its benefit to the agricultural industry. As this is one of the most important subjects before the grain man at the present time, readers of this paper will do well to send for copies of the pamphlet. It will be mailed to all applicants on receipt of 10 cents in stamps.

The Richardson Scale Co., Park Row Building, New York, report the following sales of their Improved Automatic Grain Scales, orders for which have been booked recently: Hecker-Jones-Jewell Milling Co., New York (6); Edward Elsworth & Co., (the H. O. Mills), 8 scales for Buffalo and 8 for their Cedar Rapids plant; Boney-Harper Milling Co., Wilmington, N. C., (2); Brooklyn Elevator & Milling Co., Brooklyn, N. Y., (1); Davis Stock Food Co., Chicago, (3); James Stewart & Co., Chicago, (2); Moses Bros., Great Bend, Kan., (1); Union Mill Co., Springfield, Ill., (1); Southern Grain Co., Cincinnati, Ohio, (1); Boone Kirk, Fort Worth, Texas, (1); Mugg & Dryden Co., Fort Worth (1); The Howard Mills Co., Wichita, Kan., (1); Imboden Milling Co., Wichita, (1); Wm. J. Lemp Brewing Co., St. Louis, (2); Crescent Milling Co., Cynthiana, Ky., (1); L. P. Rose & Co., New York, (1); Maccauley-Fien Milling Co., Rochester, N. Y., (1);

Boonville Milling Co., Boonville, Ind., (1); C. P. Matthews, Scranton, Pa., (1); Sessoms Grocery Co., Andalusia, Ala., (2); O. P. Jackson & Co., Houston, Texas, (1); J. H. Miller, Ligonier, Pa., (1); North Yakima Milling Co., North Yakima, Wash., (1).

Scott F. Evans, of the firm of Moulton & Evans, Minneapolis, is putting on the market a new device for elevators in the form of an automatic non-reversing friction stop. It is designed to be attached to a motor or countershaft which drives an elevator leg, for the purpose of preventing the backing up and consequent choking when the power is off unexpectedly. The friction stop allows the motor or shaft to which it is attached to revolve in one direction only and positively prevents any reverse motion of the motor or shaft.

CANADIAN GRAIN COMMISSION.

Before going east to Toronto from Fort William in September, the Dominion Government Grain Commission visited the King Elevator at Port Arthur, the best known wheat drying and cleaning house in the Canadian West, where the processes were examined into in detail. Among other facts it was learned that the elevator, or Mr. King, charged nothing for cleaning oats out of wheat, reimbursing himself by keeping the oats. He charged 1 cent per bushel, however, for cleaning 1 northern rejected and 3 cents for 2 northern rejected. He said he was strongly in favor of introducing the system of government grading after cleaning. He said, too, that in his opinion it is ridiculous to refuse to grade wheat dried by his process and at the same time grade wheat dried in the fields. The dried wheat he claimed should take straight grade. Formerly the local grain inspector at Port Arthur allowed 50 per cent to go straight grade, and the balance a grade lower, but now he allowed only 25 per cent to go straight grade.

On September the Commission arrived at Owen Sound, where special enquiries were made regarding the weighing of grain in and out of the elevators, the system adopted to prevent the mixing of grade wheats, how inspection certificates were handled and how the identity of the wheat was maintained in transit from the vessels to the cars. Answers showed that grain was handled without certificates, and when shipping out a check was kept on the weights, but committal as to the grade and shipping bills was avoided, these reading "said to be Nos. 1, 2 or 3," as the case might be. The poorer grades of wheat were usually sent across the Atlantic, and the better grades kept in Ontario. The regular schedule of storage rates was followed and complaints from shippers or millers were very few indeed.

From Owen Sound the Commission went to Midland and Depot Harbor and thence to Toronto.

At Toronto the hearing covered a number of points. In the first place, it transpired from the statements of vessel owners that government certificates of weight and grades issued at Fort William were not accepted at unloading points where there was no government inspection; and that if there was a shortage the vessel had to make it good. These shortages at Georgia Bay points in season of 1905 are said to have amounted to 10,000 bushels. Mixing also was discussed. Secretary C. B. Wall of the Dominion Millers' Association complained of it. In this connection, a plea for the licensing and bonding of elevators on lake ports on the Toronto, or lower, side of the lakes was made by Chairman David Plews, of the grain section of the Toronto Board of Trade. It was pointed out that, save for an elevator at Owen Sound, all the elevators on Lake Huron and Georgian Bay ports were the products of United States capital, and complaint was made that there was difficulty in the way of an Ontario grain elevator obtaining damages in case of the mixing of inferior with superior grain. The bond required by the government, it was held, should be large enough to compensate the dealer.

It also appeared by a telegram from Ottawa the

same day that W. G. Parmelee, deputy minister of trade and commerce, repudiated the suggestion thrown out before the Commission that mixing of grain goes on at Winnipeg and other inspection points. "Any mixing that is done," said Mr. Parmelee, "is the work of the producer or the dealer before the grain reaches Winnipeg, and our inspectors are not to blame." Yet E. M. Campbell of Toronto, a grain inspector, said that at times he resorted to the practice of mixing Ontario wheat sent to Montreal for export. For instance, in cases where No. 3 was over weight the surplus had been added to No. 2, which was certificated as No. 2 after such addition. He thought the practice was one to be countenanced. As No. 1 grain was not exported, there was no danger of No. 1 grain being added to it.

J. E. Hanna, of Wm. Hanna & Co., local dealers in Ontario grain, declared that shortages in receipts of grain averaged about one-half to one per cent, or six or seven bushels to the car. He believed the only solution of the shortage problem was for the railways or government to run transfer elevators to receive grain directly from the cars. He ventured the assertion that sixty per cent of the grain men were of like views and would be willing to pay as high as \$2 per car for the privilege.

Alex. W. Wright, a ship owner, said that in order to stop shortages and overages in grain vessel cargoes he would suggest making it unlawful for elevator owners to sell grain; in other words, elevators should be treated as common carriers, who have nothing to sell.

On recall Mr. Watts of the Dominion Millers' Association testified that the prevailing shortage at Georgian Bay ports was a serious handicap to millers, for there is no redress. Then there is a shortage of cars to bring the grain from the ports to them, although the carriers seem to be able to supply ample cars to the exporters. He also said that the relations of millers and brokers at Winnipeg is such that the Millers' Association had seriously considered the advisability of erecting elevators and doing their own buying.

On October 3 the Commission opened at Montreal. There Dr. Thomas A. Crane of Crane & Baird, exporters, expressed the opinion that in western Canada the tendency is for elevators to go into private control. Generally the rate at lake ports was three-quarters of a cent; this did not affect the merchants, because the charges and transportation were always added to the cost of the grain. Company control of the elevators doing a public business is undesirable. He had heard that there was only one elevator in Manitoba and the West owned exclusively by Canadians, except, of course, the C. P. R. elevators. No protection to merchants is afforded beyond the standing of the owner. It would probably be more satisfactory if the elevators were bonded and licensed by the Canadian government. He had no grievance relative to weighing, transportation companies being responsible for the full amount they receive.

Besides Mr. Crane six others who handle grain were heard. Mr. Carruthers said that considering the amount of grain handled, there are surprisingly few complaints of the Western inspection; in fact, it is held in favor. He thought buyers preferred Canadian certificates, it being considered that the Canadian inspection is better than that of the United States.

Mr. Metcalfe expressed the opinion that Manitoba wheat is graded as high at the present time as it was years ago, but that there has been more foreign grain in it of late years, particularly wild oats. He was in favor of amending the present act as regards mixing.

Mr. Jacques said the grain coming from Manitoba was clean and there was no more dirt in it than in any other. The inspection of Manitoba grain was, he thought, better than any other in the world, and there had not been a single complaint during the late years.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of September, 1906:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	437,210	391,477	1,179,525	276,051
Corn, bushels.....	603,918	422,564	188,331	331,245
Oats, bushels.....	597,984	1,847,955	81,318	1,015,480
Barley, bushels.....	1,719	771	.....	.....
Malt, bushels.....	65,260	52,252	.....	.....
Rye, bushels.....	71,429	204,022	.....	42,857
Timothy Seed, lbs.....	10,880	16,681	672	.....
Clover Seed, lbs.....	2,049	103	426	.....
Hay, tons.....	4,390	6,648	1,849	1,124
Straw, tons.....	321	355	.....	.....
Flour, bbls.....	326,655	236,271	149,596	181,156
Mill feed, tons.....	414	780	.....	220

BOSTON—Reported by Daniel D. Morris, secretary of the Chamber of Commerce.

Flour, bbls.....	169,545	183,726	77,184	74,923
Wheat, bushels.....	1,013,418	2,347	1,007,538	23,872
Corn, bushels.....	24,598	1,775,029	79,586	1,358,924
Oats, bushels.....	335,420	851,304	28,186	235,977
Rye, bushels.....	4,732	3,503	.....	.....
Barley, bushels.....	85,098	934	54,365	.....
Flax Seed, bushels.....	.....	.....	.....	.....
Mill Feed, tons.....	1,423	845	370	116
Cornmeal, bbls.....	2,050	2,450	1,445	660
Oatmeal, bbls.....	8,973	7,807	10,370	7,275
Oatmeal, sacks.....	8,385	8,855	12,251	6,800
Hay, tons.....	11,420	13,530	127	2,223

BUFFALO—Reported by H. Howard Mason, secretary of the Chamber of Commerce. Opening April 17 to 30.

Wheat, bushels.....	4,658,290	2,368,458	.....	.....
Corn, bushels.....	4,133,692	6,233,555	.....	.....
Oats, bushels.....	1,198,700	1,775,395	.....	.....
Barley, bushels.....	1,485,107	1,386,196	.....	.....
Rye, bushels.....	19,990	140,000	.....	.....
Timothy Seed, lbs.....	.....	.....	.....	.....
Clover Seed, lbs.....	.....	.....	.....	.....
Other Grass Seed, lbs.....	.....	.....	.....	.....
Flax Seed, bushels.....	.....	.....	.....	.....
Broom Corn, lbs.....	.....	.....	.....	.....
Hay, tons.....	.....	.....	.....	.....
Flour, bbls.....	1,497,940	1,270,139	.....	.....

Canal did not open until May 2.

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Wheat, bushels.....	1,967,700	2,020,514	1,444,351	1,064,615
Corn, bushels.....	13,029,865	11,510,321	8,512,266	10,432,942
Oats, bushels.....	8,823,649	10,743,504	4,957,817	5,820,071
Barley, bushels.....	1,457,284	2,957,308	477,433	451,142
Rye, bushels.....	181,391	369,159	47,758	79,859
Timothy Seed, lbs.....	9,804,785	13,401,418	2,565,357	3,624,009
Clover Seed, lbs.....	826,196	376,505	220,797	177,710
Other Grass Seed, lbs.....	3,619,545	4,875,067	7,250,100	7,397,990
Flax Seed, bushels.....	154,000	189,043	81,750	34,336
Broom Corn, lbs.....	872,327	814,230	364,251	407,325
Hay, tons.....	22,291	21,083	804	1,096
Flour, bbls.....	731,563	750,638	813,944	801,111

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Wheat, bushels.....	354,682	411,397	226,743	327,372
Corn, bushels.....	554,810	283,266	486,528	190,892
Oats, bushels.....	614,530	751,350	447,902	745,582
Barley, bushels.....	26,254	18,190	30	80
Malt, bushels.....	156,520	81,454	55,092	56,169
Rye, bushels.....	38,260	52,576	11,822	9,900
Timothy Seed, bags.....	11,430	22,062	5,868	6,957
Clover Seed, bags.....	702	3,471	950	540
Other Grass Seed, bags.....	13,269	18,151	10,744	12,994
Hay, tons.....	13,994	11,774	10,464	7,178
Flour, bbls.....	149,765	163,322	89,562	120,530

CLEVELAND—Reported by M. A. Havens, secretary of the Chamber of Commerce.

Wheat, bushels.....	142,624	168,081	199,531	45,202
Corn, bushels.....	636,362	614,161	331,540	336,983
Oats, bushels.....	680,112	1,073,769	356,609	724,445
Barley, bushels.....	6,000	5,425	.....	10,241
Flax Seed, bushels.....	.....	.....	.....	.....
Hay, tons.....	5,244	5,458	338	1,012
Flour, tons.....	5,455	6,526	2,234	2,542

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Wheat, bushels.....	221,256	280,362	18,126	32,848
Corn, bushels.....	379,467	420,487	56,186	110,095
Oats, bushels.....	376,749	609,299	85,494	50,655
Barley, bushels.....	57,800	120,000	.....	.....
Rye, bushels.....	133,012	220,253	43,520	123,567
Flour, bbls.....	14,200	32,000	7,100	13,800

DULUTH—Reported by H. B. Moore, secretary of the Board of Trade.

Wheat, bushels.....	7,645,605	6,006,554	4,649,102	3,126,686
Corn, bushels.....	25,607	73,324	.....	82,123
Oats, bushels.....	612,085	1,316,983	424,084	506,440
Barley, bushels.....	1,847,019	2,725,279	1,396,056	1,575,047
Rye, bushels.....	80,280	159,106	25,000	112,465
Flax Seed, bushels.....	932,998	594,111	751,426	1,441,774
Flour, bbls.....	699,710	695,410	693,985	625,310

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade.

Wheat, bushels.....	4,982,000	5,979,000	3,174,000	5,406,000
Corn, bushels.....	550,000	1,268,000	592,000	1,342,000
Oats, bushels.....	436,500	625,500	423,000	450,000
Barley, bushels.....	33,000	106,000	3,000	80,000
Rye, bushels.....	17,000	33,000	9,000	2,000
Bran, tons.....	1,110	2,190	6,360	7,230
Flax Seed, bushels.....	36,000	5,600	1,600	800
Hay, tons.....	9,580	9,010	3,850	1,960
Flour, bbls.....	.....	.....	129,400	210,200

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Wheat, bushels.....	765,040	1,339,360	57,440	156,215
Corn, bushels.....	271,700	197,600	176,350	125,350
Oats, bushels.....	1,064,900	1,033,500	514,137	740,950
Barley, bushels.....	2,381,200	2,538,400	838,218	753,153
Rye, bushels.....	100,800	105,600	33,500	53,000
Timothy Seed, lbs.....	130,410	272,307	376,780	591,800
Clover Seed, lbs.....	497,991	233,134	71,605	.....
Flax Seed, bushels.....	51,880	16,900	.....	9,365
Hay, tons.....	2,006	1,156	24	12
Flour, bbls.....	282,800	305,360	313,145	367,010

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	3,733,560	716,000
Corn, bushels.....	137,428	.....
Barley, bushels.....

MINNEAPOLIS—Reported by L. T. Jamme, secretary of the Chamber of Commerce.

Wheat, bushels.....	6,914,170	12,725,310	1,824,700	2,141,250
Corn, bushels.....	192,650	147,580	98,440	39,660
Oats, bushels.....	2,383,130	4,397,960	1,452,880	1,010,080
Barley, bushels.....	1,232,660	3,052,260	984,580	1,267,810
Rye, bushels.....	144,230	249,470	81,330	109,220
Flax Seed, bushels.....	730,610	1,100,420	784,230	308,860
Hay, tons.....	2,220	2,600	130	110
Flour, bbls.....	18,207	15,941	1,424,001	1,549,367

MONTREAL—Reported by George Hadrill, secretary of the Board of Trade.

Wheat, bushels.....	1,196,462	1,205,019	1,518,997	1,004,299
Corn, bushels.....	348,123	884,284	219,084	1,079,256
Oats, bushels.....	753,280	459,804	776,353	584,022
Barley, bushels.....	103,042	664,608	142,541	328,680
Rye, bushels.....	.....	121,139	109,091	121,021
Flax Seed, bushels.....	741,522	.....	951,664	.....
Flour, barrels.....	132,069	91,397	131,830	128,772

NEW ORLEANS—Reported by H. S. Herring, secretary of the Board of Trade.

Wheat, bushels.....	1,739,000	380,400	1,970,711	60,000
Corn, bushels.....	431,000	85,200	253,072	106,199
Oats, bushels.....	500,000	117,000	195,335	52,000
Barley, bushels.....	.....	.....	.....	.....
Rough rice.....	.....	.....	.....	.....
Clean rice pockets.....	.....	.....	.....	.....
Hay, bales.....	94,820	.....	1,630	.....
*Flour, bbls.....	59,381	54,675	139,240	120,922

*Through consignments of flour to Europe not included in receipts.

OMAHA—Reported by Edward J. McVann, secretary of the Grain Exchange.

Wheat, bu.....	844,800	805,000	345,000	785,000
Corn, bu.....	1,245,200	1,654,000	1,447,000	3,457,200
Oats, bu.....	1,472,000	588,000	1,266,000	600,000
Barley, bu.....	19,000	37,000	2,000	44,000
Rye, bu.....	11,000	18,000	8,000	9,000

PHILADELPHIA—Reported by L. J. Logan, secretary of the Commercial Exchange.

Wheat, bushels.....	1,139,088	455,439	744,000	124,000
Corn, bushels.....	287,552	471,364	124,283	481,345
Oats, bushels.....	657,606	1,852,222	29,984	680,000
Barley, bushels.....	3,800	1,600	.....	.....
Rye, bushels.....	2,400	.....	.....	.....
Timothy Seed, bags.....	968	1,749	.....	.....
Clover Seed, bags.....	800	269	.....	.....
Flax Seed, bushels.....	127,200	29,600	.....	.....
Hay, tons.....	5,865	7,120	.....	.....
Flour, bbls.....	337,706	228,615	243,667	109,946

ST. LOUIS—Reported by Geo. H. Morgan, secretary of the Merchants' Exchange.

Wheat, bushels.....	1,569,000	2,266,700	1,569,210	1,796,790
" sacks.....	20,728	22,943	8,100	3,004
Corn, bushels.....	1,694,000	1,196,000	1,678,575	808,980
" sacks.....	2,106	424	34,150	1,700
Oats, bushels.....	2,521,600	1,624,050	1,512,265	1,164,880
" sacks.....	.....	5,155	13,970	14,630
Barley, bushels.....	65,000	48,750	20,830	6,450
" sacks.....	.....	363	1,056	.....
Rye, bushels.....	17,000	29,000	10,325	10,130
" sacks.....	200	48	.....	1,164
Hay, tons.....	22,830	21,054	8,400	7,855
Flour, bbls.....	202,960	256,860	231,505	367,530

SAN FRANCISCO—Reported by Wm. B. Downes, statistician of the Merchants' Exchange.

Wheat, centals.....	59,656	.....	31,690	.....
Corn, centals.....	3,063	.....	1,556	.....
Oats, centals.....	45,185	.....	107	.....
Barley, centals.....	460,331	.....	330,003	.....
Rye, centals.....	1,663	.....	16	.....
Flax Seed, sacks.....	250	.....	.....	.....
Hay, tons.....	20,471	.....	1,561	.....
Flour, bbls.....	85,660	.....	42,865	.....

TOLEDO—Reported by A. Gassoway, secretary of the Produce Exchange.

Wheat, bushels.....	754,000	697,000	96,400	195,650
Corn, bushels.....	652,000	596,000	476,000	514,500
Oats, bushels.....	1,242,400	1,396,900	1,069,900	1,555,900
Barley, bushels.....	.....	.....	960	57,500
Rye, bushels.....	20,400	86,700	34,870	.....
Clover Seed, bags.....	5,020	13,259	685	723

WHEAT RECEIPTS AT PRIMARY MARKETS.

Receipts of wheat at winter and spring grain markets for fourteen weeks, since June, with comparisons, in bushels, compiled by the Cincinnati Price Current:

	1906.	1905.
St. Louis.....	7,435,000	10,427,000
Toledo.....	2,797,000	3,085,000
Detroit.....	780,000	640,000
Kansas City.....	18,961,000	21,491,000
Winter wheat.....	29,973,000	35,643,000
Chicago.....	19,219,000	11,021,000
Milwaukee.....	2,271,000	2,587,000
Minneapolis.....	13,624,000	23,083,000
Duluth.....	11,410,000	8,770,000
Spring wheat.....	48,524,000	45,461,000
Aggregate, 14 weeks.....	78,497,000	81,104,000

ELEVATOR AND GRAIN NEWS

ILLINOIS.

Louis Wilkening will build an elevator at Ontarville, Ill.

Work is progressing rapidly on the Risser Elevator at Waldron, Ill.

The Penrose Elevator Co. at Weland, Ill., has installed an automatic scale.

Alex Bigler has succeeded the grain firm of Berchtold & Bigler at Sigel, Ill.

The Evans Elevator Co. has acquired the F. W. Maberly Elevator at Moweaqua, Ill.

Inkster Bros. contemplate erecting a 35,000-bushel elevator at Inkster Siding, Ill.

Work on the C. & W. Carroll Elevator at Blandinsville, Ill., is being pushed to completion.

Viemont Bros. of Mackinaw, Ill., have "swapped" their grain elevator for a farm near Bushnell.

J. L. Caldwell of Mansfield has sold his grain business at Galesville, Ill., to a Mr. Peterson.

E. D. Vorhes has succeeded A. D. Derrough & Son in the grain business at Champaign, Ill.

John Pier has purchased the N. Bentz Elevator at Nokomis, Ill., for a reported consideration of \$6,500.

John Baker has leased the White Elevator at Shannon, Ill., from the stock company of farmers who own it.

Hargraves & Drew recently purchased the grain elevators at Gardner and South Wilmington, Ill., of R. D. Fuller.

The Atlas Grain Co. sold its property at West Brooklyn, Ill., to the Neola Elevator Co. for a consideration of \$14,000.

C. A. Davis recently purchased the old Baker & Cahill elevator property at Arthur, Ill., from C. A. Burks & Co. of Decatur.

Prunty & Helm are having a 10,000 bushel corn crib erected on a concrete foundation at Grayville, Ill., a little distance from their elevator.

Levi Whipple has sold his interest in the grain and other business at Plainfield, Ill., to his partner, Charles V. Barr, who will continue under his own name.

Recently the Bryce Farmers' Grain Co. of Bryce, Ill., was incorporated with a capital of \$8,500. Among those interested are Harmon Schaumburg, H. Ferdinand and B. F. Hislop.

L. R. Smith has disposed of his interests in the L. R. Smith & Co. elevators at Sullivan and Cushman, Ill., to Charles Schuman and B. Scroggins, who form the Sullivan Elevator Co.

N. R. Moore & Co. have purchased the Santa Fe elevator at Galesburg. The new firm intends to run a flour and feed store as well as a coal business in connection with the elevator.

L. S. Culp & Sons have begun the erection of a new elevator at Tower Hill, Ill. The new elevator will cost in the neighborhood of \$6,000. It will be 70 feet long with a 60-foot tower.

Elevators of the United Grain Co. at Cardiff, Altmar, Nila, Lstant, Priscilla, McNabbs, Granville, Moronts, Seatonville, Ladd and Churchill, Ill., have been sold to the White-Rumsey Grain Co.

The Morris Grain Co., Morris, Ill., was incorporated September 19, with a capital stock of \$15,000. The incorporators are Story H. Matteson, Marshall B. Wilson and Joseph H. Pattison.

The Metzger-Hill Grain Co. of Cincinnati has discontinued its office at Pana, Ill., due to lack of business. Emanuel Metzger, who had charge of the office, will be transferred to another city.

Incorporation papers have been granted the Five Point Grain Co. of Petersburg, Ill., which is capitalized at \$5,000. The incorporators are J. A. Smedley, C. H. Clarke and J. C. Deckman, who propose to do a general grain business.

H. C. Goebel of Jacksonville is building an elevator at Springs Station, Ill. The main building will be 206x35 feet, with a concrete engine room 10x30. All of the latest elevator machinery will be introduced and when completed J. R. Bell will have charge.

William Richardson's new elevator at Ellsworth, Ill., is completed and is one of the most up-to-date elevators in that vicinity. The building is 36x36 feet in size and 50 feet high. The roof and outside walls are covered with heavy corrugated galvanized iron. A 20-horsepower gasoline engine is located in a brick building with concrete floor which is separated from the elevator. Machinery

of the latest pattern has been installed, including a gravity car-loader and a one-man lift.

The Mattoon Grain Co. of Mattoon, Ill., has sold its elevator at Dorans, Ill., to the Farmers' Elevator Co. and gave possession September 20.

The elevator belonging to the Farmers' Grain & Coal Co. of Atlanta, Ill., was sold September 29, at public auction. Adams & Iddings bought the plant in for \$4,790 and will continue operating it, they having held a lease during the past year. The Farmers' company will retire from business.

At a recent meeting of the stockholders of the Monticello Grain Co., at Monticello, Ill., the capital stock was increased from \$15,000 to \$30,000, giving each stockholder the privilege of holding twelve \$50 shares. The grain of the burned elevator is being moved away preparatory to commencing the new building. Negotiations are also pending for the purchase of Knight & Son's elevator.

L. F. Webb & Son, W. A. Webb, of Assumption, Ill., recently closed a deal whereby the L. F. Webb Grain Co. of Assumption became the owners of the Robinson Elevator at Weldon, Ill. The elevator has been run by the administrator of the Robinson estate since the death of the late Mr. Robinson. Immediate possession was given and W. A. Webb was placed in charge. The elevator has a capacity of 4,500 bushels.

The new Miles & Ricketts Elevator at Fisher, Ill., will be 36x36 feet and 85 feet high and will have a capacity of about 40,000 bushels. The building will have all modern conveniences for handling grain, including an automatic scale, a car mover and passenger elevator for the firm's employees. A 15-horsepower Columbus Gasoline Engine will be installed. It also has an improved Hall Signaling Distributor.

The Corn Products Refining Co. is negotiating for the purchase of a tract of land in South Chicago, which is to be improved by the erection of a large plant for the manufacture of glucose and the by-products. The plant will probably have a grinding capacity of 50,000 bushels of corn per day and cost something like \$5,000,000. Its construction will require eighteen to twenty months. The other plants controlled by the company will be done away with excepting the Waukegan plant.

Four safe-blowers attempted to crack a safe in the office of the Winnebago Grain & Lumber Co. at Winnebago, Ill., about 1:30 o'clock the morning of September 25. There were five explosions but withal only the outer door was forced while the inner door was jammed so tight it required an expert to open it. Money belonging to the post-office as well as that of the grain company was the booty sought. The robbers escaped through the window as they had entered and though seen running away from the place they were not pursued.

MISSOURI, KANSAS AND NEBRASKA.

A Farmers' Elevator will be built at Smyrna, Neb.

Work is being pushed on the Blenkiron Elevator at Crofton, Neb.

Work has begun on the Kracht-Briggs Elevator at Crofton, Neb.

The new Spelts Elevator at Garrison, Neb., is almost completed.

D. W. Cook is building an elevator on his farm north of Ellis, Neb.

A. L. Stanhope is building a 20,000-bushel elevator at Filley, Neb., making the third for that place.

Kracht & Briggs will install an improved Hall Signaling Distributor in their elevator at Bloomfield, Neb.

Allen & Slyker of Kansas City, Mo., have bought two Hall Signaling Distributors and a Hall Non-Chokable Boot.

The Central Granaries of Ravenna, Neb., will equip their elevators with an improved Hall Non-Chokable Boot.

The new engine is being installed in the Hayes-Ames Elevator, which is being rebuilt at Rockford, Neb.

The Benson Grain Co. will erect an addition to their elevator at Wakefield, Neb., which will accommodate 16,000 bushels of oats.

After thirty years of continuous activity in the grain business, H. A. Carleton of Cawker City, Kan., has sold his elevator and business to Thomas Bros. of Oberlin and has given possession.

W. T. Fried, grain dealer of Beemer, Neb., is erecting a new elevator, 28x34 feet and 60 feet high, with a capacity of 20,000 bushels. It will be equipped with machinery for the rapid handling of grain. This will be an addition to his present ele-

vator. He has ordered two Hall Signaling Distributors for the elevator.

T. E. McCurry & Co. have succeeded T. E. McCurry in the grain business at Milo, Mo.

Amended articles of incorporation were filed by the Ewart-Wilkinson Grain Co. of Lincoln, Neb., changing the name of the firm to the Lincoln Grain Co. J. S. Ewart is president and Elliott Lowe secretary of the company.

R. A. Cox of Elsmore, Kan., will erect an elevator there with a capacity of 10,000 bushels. It will be 28x36 feet in dimensions and 60 feet high, costing in the neighborhood of \$5,000. At present there is but one elevator on the "Katy" line between Parsons and Kansas City and this is at Paola.

The Rea-Patterson Milling Co. of Topeka is establishing a new station at Centralia, Kan., for buying corn. The station will be in charge of Studebaker Brothers. As Centralia is not on any railroad it will be necessary to haul this grain, which will amount to probably 50,000 to 60,000 bushels each year, by wagon to either Vinita or Coffeyville. The company has a station at Vinita and probably much of it will be hauled there, as the distance is not so great as to Coffeyville.

IOWA.

A farmers' elevator is contemplated at Gladbrook, Iowa.

R. S. Witter is planning a new elevator at Dawson, Iowa.

A Farmers' Elevator Co. has been incorporated at Lohrville, Iowa.

G. M. Gowdy has sold his elevator at Britt, Iowa, to the Reliance Elevator Co.

Work has been commenced on the new farmers' elevator at Richards, Iowa.

Dan De Beer and D. Van der Berg have bought an elevator at Sioux Rapids, Iowa.

An elevator is being erected in the new town of Bradford, Iowa, by Peffering & Huskat.

The Bartle Elevator Co.'s plant at St. Ansgar, Iowa, was recently sold to Lund & Hume.

A new elevator has been contracted for at Breda, Iowa, to be completed November 15.

Business men and farmers of the vicinity of Abbott, Iowa, have bought the Abbott Elevator.

H. J. Ries of Armstrong, Iowa, has sold his line of elevators and retired from the grain business.

Williams & Hobbie have sold their elevator at Mt. Union, Iowa, to Will Hillyard, who has taken charge.

The Farmers' Elevator Co. at Armstrong, Iowa, will erect an elevator with a capacity of 30,000 bushels.

G. W. Kolp is reported to have succeeded Baker & Osborne in the grain business at Ralston, Iowa.

The Farmers' Elevator Co. at Lake City, Iowa, has bought the Northern Grain Co.'s elevator at that place.

The Rockwell City Farmers' Elevator Co. has advertised for bids on a 15,000-bushel elevator at Pomeroy, Iowa.

The Dunkerton Grain Elevator Co. has purchased the elevator at Glasgow, Iowa, and placed S. Trumbauer in charge.

The Farmers' Elevator Co. of Pocahontas, Iowa, recently decided to sell \$3,500 more stock and rebuild the burned elevator.

The new Nye-Schneider-Fowler Co. Elevator at Mason City, Iowa, is practically completed and accommodates 15,000 bushels of grain.

Farmers in the vicinity of Stout, Iowa, contemplate building an elevator to compete with the one operated by the Mason City people.

Elevators belonging to the Minnesota & Western Grain Co. at Alford, Lester and Maurice, Iowa, have been transferred to the Harrington Grain Co.

A mercantile company with \$6,000 authorized capital stock is being organized in Luzerne, Iowa. The company proposes to run a co-operative elevator.

F. S. Liverman is building a new elevator of 20,000 bushels' capacity at Buffalo Center, Iowa, which will make his storage capacity equal 50,000 bushels.

Local capital is being interested in the organization of a new elevator at Sioux Center, Iowa, with the probability of its being placed in charge of Gerri Boeyink.

The Farmers' Grain Co. of Knierim, Iowa, is shovelling grain into cars or elevating it with a portable grain dump. The railroad refuses the farmers a site for an elevator and they refuse to purchase one of the old elevators. A site has been obtained at Richards and the material is

on the ground for the building, but a contractor has been slow in coming to erect the building.

Recently the Skewis Grain Co. of Estherville, Iowa, gave all its profits on the sale of coal during one week to the aid society of the M. E. Church toward a new building fund.

McKee & Gay, grain dealers of Conesville, Iowa, have sold their business to J. C. Gay and W. H. McKee, not changing the name of the firm in the least, but transferring it to different hands.

Henry Daman & Co. of Dixon, Iowa, expect to rebuild their elevator on a smaller scale than the one destroyed and will also put an addition on the plant at Bennett, where the cleaning will be done.

G. J. Stewart & Co. are making more improvements at their grain chute and elevator at Pleasantville, Iowa. The increasing business has necessitated the building of a 100-foot addition to the bins.

B. C. Bell has traded his elevator at Geneva, Iowa, to the Ober-Kingsbury Grain Co. of Mason City, which operates a line of twenty elevators, for a Missouri farm. Earl Page has been retained as agent.

The committee in charge of raising the remaining \$50,000 for the \$100,000 terminal elevator at Sioux City, Iowa, comprise W. P. Manley, William Milchrist, Henry J. Hutton, F. L. Eaton, G. B. Healey and L. L. Kellogg.

About half the work has been completed on the eight large cylindrical elevators being erected at the American Cereal Mills of Cedar Rapids, Iowa. The construction is of tile. It is reported several more will be built in the spring.

It has been announced that the Van Dorn Elevator Co. has been sold and hereafter will be known as the Lyons-Weeks Grain Co. W. B. Weeks has owned a half interest in the Van Dorn company for some time, but recently bought out his partner and later admitted George H. Lyons into the partnership. The company owns a recently completed elevator in the western part of Council Bluffs, Iowa, among other possessions.

MINNESOTA AND WISCONSIN.

Titonka, Minn., is talking of a farmers' elevator.

J. B. Sample & Son are buying grain at Spring Valley, Minn.

The Farmers' Elevator at Marietta, Minn., is receiving grain.

There will be no farmers' elevator at Battle Lake, Minn., this fall.

The Farmers' Elevator Co. of Springfield, Minn., will erect a corn crib.

The Federal Elevator Co. is razing its old elevator at Lake Park, Minn.

Work has been started on the new Farmers' Elevator at Goodhue, Minn.

An elevator has been opened at Shevlin, Minn., by the Cargill & Diehmer Co.

T. N. Marsden of Antrim, Minn., recently acquired a grain elevator there.

The new elevator at Lawndale, Minn., is open with Thomas Elliott in charge.

The Duluth Elevator at Northtown, Minn., has opened, in charge of M. J. Roelike.

Extensive repairs are being made on the Van Dusen Elevator at Nicollet, Minn.

A fireproof grain elevator is being erected in Northeast Minneapolis for the Gould Elevator Co.

The two elevators at Benson, Minn., which were moved across the town, are now receiving wheat.

Olson Bros. Grain Co. is a new firm at Hallock, Minn. C. A. Newhouse has been engaged as buyer.

The Pierce-Stevenson Elevator Co., of Dexter, Minn., has moved its headquarters to La Crosse, Wis.

An addition is being built to the elevator at the St. Louis depot, Norwood, Minn., to be used as a warehouse.

J. H. Hans is rebuilding his elevator at Altura, Minn. It is to be of the same capacity as the one destroyed.

D. A. McDonald & Co. of Cannon Falls, Minn., have sold their elevator here to E. N. Sumner of Minneapolis.

John Davis has leased the Farmers' Elevator at Deer Creek, Minn., for three years, and has been making repairs on it.

The M. & N. Elevator at Halstad, Minn., has closed for this year, leaving the field to the Farmers' Elevator Co.

The Lyon Elevator Co. has opened a Minneapolis office. This company operates a line of country elevators in North Dakota. H. R. Lyon,

a North Dakota banker, is president of the company.

The Harrington Grain Co. recently purchased elevators at Manley and Ihlen, Minn., of the Minnesota & Western Grain Co.

C. H. Stebbins of the Montevideo Roller Mills has opened the Hill Elevator at Clinton, Minn., which he recently acquired.

Alphonse Pierre has installed a new Attrition mill in his grain elevator at Oconto, Wis., with a capacity of one ton per hour.

Andrews & Gage have disposed of their elevator at Lake Park, Minn., to the Farmers' Elevator Co., who will move it to a new site.

E. S. Woodworth of Minneapolis, Minn., has purchased the Diamond Elevator and Milling Co. property of that place for \$42,000.

Bingham Bros. will install a 22-horsepower gasoline engine in their new elevator at New Ulm, Minn. It was purchased at Gilfillan.

Charles Hill, who recently acquired the Miller Elevator at Jackson, Minn., has put in some improvements and is now conducting a good business.

Recently the Merchants & Farmers' Elevator at Belgrade, Minn., was enlarged to 20,000 bushels' capacity, placed on a new foundation and repainted.

The Co-operative Warehouse Association, of which Peter Damschen is manager, has purchased the Amsden Elevator at Erhard, Minn., and is seeking an agent.

Philip and Leonard Nelson of Milroy, Minn., have sold their elevator to the Thorpe Elevator Co. of Minneapolis. A Mr. Knowles of Lynn has been placed in charge.

The articles of incorporation of the North Star Grain Co., which is financed by residents of New Ulm, Minn., have been amended so as to permit an indebtedness of as high as \$500,000.

Gilbert Drovedal has retired from the grain business conducted by Drovedal & Matteson at Duluth, Minn., and in the future John Matteson will run the business under his own name.

Buss & Wagoner purchased the grain elevator at Suring, Wis., formerly owned by A. Pierre and P. Lingelbach. The plant has been idle for some time, but is being put into shape for immediate use.

The elevator at Pratt, Minn., has been improved by enclosing the driveway, putting in a dump scale and by building an office off the driveway. The grain buyer is George L. Lieb.

The Hennepin Elevator Co. sold its house at Benson, Minn., to the E. E. Moores & Co., of Chicago, the new firm taking charge on October 4. K. K. Odden will retain his position as buyer.

An increase in the capital of the Pacific Elevator Co. of Minneapolis, Minn., to \$700,000 has been noted. Henry Poehler is president of the company, W. A. Poehler, secretary, and C. F. Poehler, treasurer.

The old elevator belonging to the Goodhue Farmers' Mercantile & Elevator Co. at Goodhue, Minn., was sold under the hammer recently to Oscar Nelson for \$571. The purchaser will use it as a granary.

Articles of incorporation have been given the Ceres Elevator Co. of Fergus Falls, Minn., which is capitalized at \$50,000. The incorporators are C. W. Kaddatz, F. G. Barrows and Elmer E. Adams of Fergus Falls.

New machinery and other improvements have been installed in the elevator at Askeaton, Wis., owned by the A. G. Wells Co., of De Pere. The company is also putting in a new power plant at its elevator in De Pere.

In consideration of the Minnesota Grain Co. having released the Farmers' Elevator Co. of Danvers, Minn., from all debts, the latter turned over to its benefactors the elevator and equity in the Telford bond case.

The Chicago offices of the Northern Grain Co., of which J. G. Martin is president, will be moved to Manitowoc, Wis., to better care for the business of the company's forty elevators. It is probable new office buildings will be erected to accommodate the force of clerks and stenographers. At Chicago a small office will be continued.

Work is being hurried on the new 35,000-bushel elevator at Redwood Falls, Minn., which will replace the Farmers' Elevator recently destroyed. It appears now that the fire caught from the exhaust pipe of the gasoline engine. The new building will be ready the latter part of October. The machinery has already been purchased.

The Atwood Bros. & White Co. of Alexandria, Minn., has a novel arrangement for loading wheat in cars. It is in reality an "elevator on wheels." It is a bin holding 120 bushels, built on trucks. The bin is hopped and under it is a set of carriers which conduct the grain to the elevators on the side of the bin. The elevator spout is ar-

ranged to empty into the car. The grain is spouted into this bin from the storage house.

The Sheffield Mill & Elevator Co. has erected a cooper shop at Morristown, Minn., which will employ about eight hands.

Articles of incorporation have been granted the E. R. Dibble Co. of Minneapolis, with a capitalization of \$50,000. The firm is privileged to establish and maintain grain elevators and warehouses. Eugene R. Dibble is president, Ellen U. H. Dibble, vice-president, and Charles R. Tubbs, secretary. All are residents of Minneapolis.

OHIO, INDIANA AND MICHIGAN.

G. C. Wood's elevator at Curtisville, Ind., is nearing completion.

An elevator has been erected at Pataskala, Ohio, by George E. Wells & Co.

A co-operative company has purchased the Snyder & Groff Elevator at Russia, Ohio.

The Millington Grain Co. of Millington, Mich., is completing a new grain elevator at that place.

Schunck & Beiersdorfer of Cellna, Ohio, have dissolved partnership in the grain elevator business.

Starbuck & Son, grain dealers of Port William, Ohio, have been succeeded by Starbuck, Earley & Stryke.

C. G. Pickel, grain dealer of Barryton, Mich., has been succeeded by the Barryton Grain & Elevator Co.

C. M. Andrews recently purchased the elevator at Unionville Center, Ohio, owned by E. M. Fullington & Co.

Thompson Bros. of Freeland Park, Ind., have traded their elevator for a 460-acre tract of Iowa land to a Mr. Widner.

The Bucyrus Grain & Hay Co. of Bucyrus, Ohio, has been organized by John J. Van Sickle, J. M. Smith and C. W. Fitzer.

The Amendt Milling Co. of Monroe, Mich., has purchased the grain elevator at Petersburg, Mich., which has a capacity of 25,000 bushels.

The new grain elevator at Jackson, Mich., is nearing completion and additional sidings are being put in by the Grand Trunk railroad.

S. S. Bosserman of Laporte, Ind., has retired after almost thirty-eight years in the grain trade. He sold his elevator to J. B. Ruple & Co.

G. A. Johnson, who has been employed by Chatterton & Son of Mt. Pleasant, Mich., as bookkeeper, has gone into the elevator business at Clare, Mich.

J. A. Ireton, who formerly managed the Ireton & Eickenberry elevators at Delphos, Ohio, and later moved to North Washington, has purchased an elevator at Marion.

Henry Jay of Waynesville, Ohio, has sold his two grain elevators at Corwin to O. W. Bishop of Williamsport, Ind., Mr. Jay taking a 320-acre farm near Logansport as part payment.

Recently the Indiana-Illinois Elevator Co. was incorporated at Terre Haute, Ind., with a capitalization of \$500,000. The directors are Paul Kuhn, Samuel Austermler and W. H. Bartlett.

Work on the grain elevator at Addyston, Ohio, is progressing rapidly, the first building being almost entirely finished, while framework for the second building has been completed.

Fred M. Houghton and the Saginaw Milling Co. have bought out the Stockbridge Elevator Co. at Clio, Mich. The new firm will be known as Fred M. Houghton & Co. and will operate the two elevators.

Plans are under way for a new elevator at Linden, Ind., for the Crabbs-Reynolds-Taylor Co., which will occupy a space 36 feet square. Machinery from the old elevator will be transferred to the new building.

The elevator at the Michigan Central station at Dexter, Mich., has been condemned as dangerous and closed. At present there is no grain elevator there and the farmers are selling their produce at Pinckney and Chelsea.

The Medora Milling Co. of Medora, Ind., contemplates erecting a 30,000-bushel frame elevator, equipped with corn and wheat dumps and track scales. It will adjoin the mill and will be ready for occupancy in the spring.

Sam Finney of Chicago is building a large modern transfer elevator at Wellsboro, Ind. It is especially well located for a transfer house, being at the junction of the Grand Trunk, Baltimore & Ohio and Pere Marquette railroads.

Studebaker, Sale & Co. have sold their elevator at Warren, Ind., to a company headed by C. H. Good for \$12,000. The sale was made on account of the advancing age of the senior partner, John Studebaker, who is eighty-four years old, and

who is trying to convert his property into cash. He recently sold an elevator at Markle, but still owns elevators at Liberty Center and Van Buren.

James Goodrich of Winchester has persuaded the Big Four Railroad Co. to put Chesterfield, Ind., on its map once more and has agreed to erect a commodious grain elevator, providing the railroad builds and maintains a station.

Incorporation papers have been secured by the Indiana Mill & Elevator Co. of Boonville, Ind., to own, construct and maintain grain elevators, flour mills, etc. It is capitalized at \$25,000 by Henry G. Roetzel, Jasper H. Thornburg and L. A. Folsom.

Operations have commenced in the new 12,000-bushel elevator of D. A. Baker & Co. on the Lake Shore Railroad at Fayette, Ohio. The plant has been well equipped and is under the management of a Mr. Heironimus of Greenville, Ohio.

The elevator and flouring mill at Kempton, Ind., have been sold by J. Lee, to Jordon & Son. of Colfax. They are grain men and own elevators in different parts of the state. The son will move to Kempton and conduct the business. The new firm takes possession October 20.

A. S. Rhoades has sold one of his warehouses at Clare, Mich., to J. D. McLaren & Co. of Plymouth, Mich., and a new elevator will be erected by him this fall. The elevator will be well equipped, and the firm will buy and ship all kinds of grains. They will also handle beans and will install a beanery.

SOUTH AND SOUTHWESTERN.

Another elevator will be built at Okemah, I. T.

Coweta, Okla., will soon have a new 8,000-bushel elevator.

The plant of the Louisville Elevator Co., at Louisville, Ky., has been sold.

The Southern States Grain Co. of Davidson County, Tenn., was granted a charter recently.

The Farmers' Milling & Elevator Co. has been incorporated at Norton, Kan., with a capital stock of \$50,000.

The Oklahoma City Mill & Elevator Co., Oklahoma City, Okla., has recently started the wheels of its new mill.

The American Society of Equity has completed a wheat house at Sturgis, Ky., which will hold 100,000 bushels of wheat.

The grain elevator being erected at Nashville, Tenn., by the Illinois Central and Southern railroads is nearing completion.

A new elevator costing \$10,000 complete with equipment is being erected at Okemah, I. T., for the Okemah Mill & Elevator Co.

The Reader International Grain Co. of Houston, Texas, has been incorporated with a capitalization of \$20,000, by Jake C. Reader, Jesse Andrews and G. A. Mistrot.

Recently the Worl Grain Co. of Kingfisher, Okla., was incorporated with a capital stock of \$5,000. The incorporators are Earl M. Worl, A. Hellan and Lizzie B. Worl.

The Farmers' Union Co-operative Co. of Searcy, Ark., has been incorporated with a capital stock of \$20,000. J. B. Mitchell is president and J. C. James secretary and treasurer.

Colonel F. M. Henry will erect a modern mill and elevator plant at a cost of \$50,000 for the Josey Grain Co., Texarkana, Ark. It will consist of a 60x150-foot mill plant with a 120-foot all-steel elevator.

A \$50,000 fireproof grain elevator will be erected by the Cincinnati Grain Co. on the site of its recently destroyed properties in Milldale, Ky., if concessions in switching charges can be secured from the Louisville & Nashville Railway.

The Owensboro Grain Co. has been incorporated at Owensboro, Ky., with a capital of \$10,000. Those interested are H. E. O'Bryan of Owensboro, T. R. Hardy, R. W. Richards of Rockport, Ind., and others. An elevator is being erected.

Engineers for the Pennsylvania Railroad Co. are preparing plans for thirty-two circular bins, each 24 feet in diameter and 70 feet high, which have a combined capacity of 1,000,000 bushels of grain, to be erected in connection with elevator No. 3 at Canton, Md. They are to be placed at a distance of 500 feet from the elevator and the machinery which operates them. Galleries will extend from the storage bins to the elevator, and will be equipped with conveyor belts for transferring the grain. These bins will all be constructed of reinforced concrete throughout, and will be built on pile foundations. The piles will be leveled off 12 inches below low-water mark and the concrete work will be started at that point, this method being pursued to insure absolute protection to the contents from dampness. The bins, which are to be of a conical shape, will have an opening at the top to receive grain from the elevator and one at the bottom for the

purpose of discharging the grain into the elevator. In planning these structures they have been so laid out that additional bins can be constructed at any time.

Lang & Marsh's Elevator at Jennings, La., which is the only one in the country outside of the city of New Orleans, used for rice, is practically completed and ready for operation. This is an innovation in the Louisiana rice industry, and the result is 'being watched with great interest.

A change has been made at Amarillo, Texas, which gives over to the Star Mill & Elevator Co. the wholesale grain and flour business of the Sayre Mill & Elevator Co. This includes the large, new warehouse the latter company has just completed. D. P. Richardson, manager of the Sayre Mill still holds interests at Sayre.

Articles of incorporation have been filed by the Charles D. Jones Co. of Memphis, Tenn., which is capitalized at \$50,000, and is privileged to operate an elevator and conduct a general grain business. The incorporators are Charles D. Jones, R. B. Sims, Caruthers Ewing, C. H. Williams and H. H. Barker.

THE DAKOTAS.

McHenry, N. D., now has seven elevators.

Kloten, N. D., will soon have an elevator.

A new elevator is going up at Ethan, S. D.

Barney, N. D., has its new elevator completed.

C. G. Ireys will build an elevator at Ryder, N. D.

A new elevator is being erected at Mitchell, S. D.

The new elevator at Chasely, is receiving grain.

The new Gackle Elevator at Harvey, N. D., is in operation.

John P. Pfeifle will erect a warehouse at Linton, N. D.

The Farmers' Elevator at Devil's Lake, N. D., will resume.

C. E. Calkins has completed his new elevator at Deering, N. D.

Work has begun on the new Lyons elevator at Carthage, S. D.

Wheat is being received at the new elevator in Englevale, N. D.

Work on the farmers' elevator at Verona, N. D., is almost finished.

The Osborne-McMillan Co. is building a grain elevator at Ryder.

H. A. Edgerton will erect a grain elevator at Turtle River, N. D.

Charles Doyon of Doyon will erect an elevator at Warwick, N. D.

An elevator is being built at Epping, N. D., by Stinchcomb & Bray.

The new Mikkelson Elevator at Alsen, N. D., has opened for business.

Buford, N. D., is to have an elevator built by the Victoria Elevator Co.

An elevator will be erected at Ryder, N. D., by the Lyon Elevator Co.

The Victoria Elevator Co. will erect an elevator at Buford, N. D.

The Empire Elevator Co.'s new elevator at Bath, S. D., is doing business.

Work has been commenced on the J. F. Kelly Elevator at Bruce, S. D.

An addition is being built to the Love Elevator at Chaffee, N. D.

Several elevators are said to be about to be erected at McVile, N. D.

Work has been commenced on the new Farmers' Elevator at Hoople, N. D.

Carpenters are working on the new O'Connor elevator at Belfield, N. D.

A. D. Medhurst has purchased the Northland Elevator at Russell, N. D.

Guibell & Schoonmaker have leased the Cole Elevator at Omamee, N. D.

The new Sorrenson Elevator at Englevale, N. D., is approaching completion.

The Cargill Elevator at Ayr, N. D., is completed and taking in grain.

The N. R. Nelson Elevator Co. has opened for business at Glenburn, N. D.

A. E. Brown of Luverne, Minn., is building an elevator at Garretson, S. D.

McKee & Minthorn have their new elevator at Bradley, S. D., in operation.

Boettcher & Vorlander's elevator at Hague, S. D., is nearing completion.

A new elevator will be erected by the Thorpe Elevator Co. at Beach, N. D.

The Massuere Elevator Co. has sold its elevator at Starkweather, N. D., to the St. Anthony &

Dakota Elevator Co. Owen Hufford will remain in charge.

The Crown Elevator at Westport, S. D., is being equipped with gasoline power.

A new elevator is being erected at McVile, N. D., for the Carroll Elevator Co.

An addition is planned for the Victoria Elevator Co.'s elevator at Deering, N. D.

A Mr. Brophy of Brofy, N. D., has sold his elevator to the Lyons Elevator Co.

The Pacific Elevator Co. is erecting a shed for flour and feed at Waverly, S. D.

The Farmers' elevator at Gwinner, N. D., is completed and open for business.

A \$4,000 grain elevator is contemplated by farmers in the vicinity of Loomis, S. D.

Grain is being received at the new Dawley Independent Elevator at Antler, N. D.

M. Simonitsch will soon have his elevator near Cleveland, N. D., ready for business.

The Independent Grain Co.'s elevator at Orient, S. D., is completed and in operation.

At Ordway, S. D., the Farmers' Union has its elevator completed and in operation.

Business has commenced in the new Harvey Grain Co.'s elevator at Harvey, N. D.

An elevator is being erected at Douglas, N. D., under the supervision of C. W. Nelson.

The Atlas Elevator at Bee Heights, S. D., has been completed and is receiving grain.

I. A. Tillery is manager of the new Columbian Elevator, recently opened at Virgil, S. D.

The Thorpe Elevator Co. will build on a spur of the Northern Pacific at Beach, N. D.

With the new Plymouth Elevator Co.'s structure, Medford, N. D., will have five elevators.

E. A. Brown has opened his elevator at Clear Lake, S. D., with Hollis Morgan in charge.

The Farmers' Elevator Co. of Thorne, N. D., has been incorporated with a capital of \$25,000.

The Eagle Elevator, with a capacity of 40,000 bushels, is being erected at Columbia, S. D.

The Irwin Elevator at Blunt, S. D., is now ready for business. The capacity is 20,000 bushels.

The new elevator of the McKenzie Mercantile Co. at McKenzie, N. D., is open for business.

Two elevators will be built at Dunseith, N. D., to handle the grain of the mountain farmers.

A company represented by John Haugen of Bradley will build an elevator at Crocker, N. D.

John Kelley will soon have his 30,000-bushel grain elevator at Britton, S. D., ready for grain.

Repairs have been made on the elevator belonging to the Crown Elevator Co. at Bowdle, S. D.

R. A. Grams of Bowbells is building a flat house at Anamoose, N. D., and will buy grain this fall.

Anthony Johnson, J. Nicoll and E. J. Horn are erecting a 50,000-bushel elevator at McHenry, N. D.

A farmers' elevator company will build at Kimball, S. D. About \$1,000 has been subscribed.

A. A. Kludt has purchased David Hofer's share in the Hofer & Raugust elevator at Emery, S. D.

Grain is being handled in the new elevator at Calio, N. D., erected by the C. M. Reese Elevator Co.

H. D. Kooty of Albert Lea, Minn., is contemplating building a grain warehouse at Bowbells, N. D.

The Farmers' Grain Co. of Lakota, N. D., contemplates a new elevator at Kloten, near Aneta, N. D.

The Merrifield Farmers' Elevator Co. of Merrifield, N. D., has been incorporated with a capital of \$25,000.

It has been decided not to build elevators at points between Overly and Omamee, N. D., at present.

Work on the O'Connor elevator at Dickinson, N. D., will be rushed to completion as quickly as possible.

Louis Wall of Madison has purchased a half interest in Larkin & Thompson's elevator at Wauabay, S. D.

The Farmers' Elevator at Sanborn, N. D., is open for business with George B. Erb of Kathryn in charge.

O. J. Aaker has let a contract for an elevator at Stickney, west of Chamberlain, S. D., and work is under way.

The Northwestern Elevator Co. is building an annex 16x40 feet to the house at Finley, N. D., giving it an additional capacity of about 18,000 bushels.

The Great Western Elevator Co. is to put up an additional elevator at Lisbon, N. D. Sorenson has added 20,000 bushels' capacity, Andrews & Gage have doubled their capacity and this with the new

farmers' elevator, makes the city elevator capacity about 200,000 bushels.

The Curlew Elevator and Lumber Co. is building a large addition to its grain elevator at Glen Ullin, N. D.

Six elevators, with a total capacity of 142,000 bushels, are trying to handle the grain at Castlewood, S. D.

J. F. Stark contemplates building an elevator and a town on his farm in Sun Prairie township, near Salem, S. D.

A. T. Welch is manager of the Great Western Co.'s new elevator at Menoken, N. D., which was just opened.

The Cargill-Robb Elevator Co. has placed a new 6-horsepower gasoline engine in the elevator at Kenmare, N. D.

The new Gribbin-Alair Grain Co.'s elevator at Heaton, N. D., is open and in charge of G. Schoeneman of Bowdon.

The Atlas Elevator of Faulkton, S. D., has replaced its horsepower with a new Fairbanks-Morse Gasoline Engine.

A new elevator for the Gribbin-Alair Grain Co. has been completed at Gunthorp, N. D., and grain is being received.

At Loomis, N. D., the Betts Elevator Co. has started an addition to its elevator for the accommodation of oats.

Another independent elevator is being built at Aberdeen, S. D., by J. F. Kelley, and will soon be open for business.

Elevators are being erected at Max, N. D., for the Minnetoka Elevator Co. and the Osborne-McMillan Elevator Co.

The Farmers' Elevator Co. at Hansboro, N. D., is erecting a bonded warehouse for the handling of Canadian wheat.

An independent grain elevator company with a capital of \$10,000 has been organized by 150 farmers of Jefferson, S. D.

The siding at the Otto Simonson farm, near Bisbee, N. D., is nearly completed and work on two elevators is to begin at once.

Work on the Exchange Grain Co.'s elevator at Eureka, S. D., has been greatly handicapped because of the lack of lumber.

The Poehler Elevator Co. is building a large elevator on the site formerly occupied by Gesche Bros. & Co. at Denhoff, N. D.

The Farmers' Elevator at Doyon, N. D., has not yet opened for business, pending an examination of its financial condition.

Frank Grow of Hector, Minn., and C. Steinkopf of Buffalo Lake will erect an elevator at Drake, N. D., a town on the Soo line.

J. F. Steiner of Willow and Ole P. Hall of Upham have formed a partnership and are building an elevator at Upham, N. D.

Walker & Huyck have sold their elevator and interests at Casselton, N. D., to the Rex Elevator Co., of which E. C. Huyck is vice-president.

The elevator owned by the Russell-Miller Co., located at Grand Forks, N. D., has been regarded as unsafe by the officials of the company.

Andrews & Gage have closed their elevator at Halstad, Minn., having shipped out all the wheat. But two elevators remain open in the town.

H. Poehler & Co. of Minneapolis will erect an elevator on the M. & St. L. line at Aberdeen, S. D., to be known as the Pacific Elevator.

D. M. Hofer has sold a half interest in his elevator at Bridgewater, S. D., to Paul A. Tschetter, who will become active in the business.

Robert Hunter is in charge of the new Farmers' Elevator at Norwich, N. D., which has just been completed. It has a capacity of 35,000 bushels.

Grain is being purchased at the new Farmers' Co-operative Elevator in Granville, N. D., which is in charge of C. C. Wright of Vermillion, Ill.

The Minnekota Elevator Company has been granted a site at St. John, N. D., and will commence the erection of a building in a few days.

For the first time in several years the Empire flat house at Frederick, S. D., has been opened and is being operated by C. B. Grinolds of Verdon.

The Minot farmers' elevator at Deering, N. D., is now completed and was started. The elevator has a capacity of 40,000 bushels and is run with electricity.

Almost all the work on the new elevator being built by the Federal Elevator Co. at Davidson, N. D., has been completed and the building will soon be opened.

The North Dakota Grain Co. is the name of a corporation organized for the purpose of conducting a line of elevators in various parts of the state. Louis Peterson, P. E. Olson and W. C. Peterson of Fargo are the stockholders and the

corporation has been capitalized at \$25,000. The first step will be the erection of an elevator at Dazey, Barnes County.

A report from Jamestown, N. D., says the elevators throughout the state are filled to capacity and temporary bins are being constructed everywhere to care for the overstock.

The main part of the new elevator of R. F. Lyons, at Carthage, S. D., is almost completed. This will give Carthage a pretty good grain market—four elevators and a mill.

The Victoria Elevator Co. has made a number of improvements in the house at White Earth, N. D., formerly owned by De Lalaney Bros., including a new dump and scales.

A partnership has been formed by Frank M. Walton and Charles Wahl of Ellendale, N. D., under the style of the Ellendale Grain & Produce Co. They will operate an elevator.

I. L. Berg has been granted a site for an elevator at the new town of Ruso, N. D., and will soon commence the erection of a house fully equal in capacity to his building in Velva.

The Larkin & Thompson elevator at Wessington Springs, S. D., has been sold to Frank Thiesen of Artesian, who has also bought several of the same company's elevators along this line of railroad.

Stones are being hauled for the construction of three new elevators at Dolton, S. D., which will be started as soon as possible. A. A. Truax, The Reliance Co., and Dewald & Walter are the firms who will build.

N. O. Henricks has almost completed his new elevator at Esmond, N. D. The Acme Elevator Co. is commencing an elevator near the same site. That will give Esmond seven elevators to handle this year's crop.

The Schmidt-Gulack Elevator Co. of Anamoose, N. D., has been incorporated with a capital of \$15,000. The incorporators are Theo. A. Gulack, Minneapolis, Minn.; John J. Schmidt, H. F. Eberhardt, Anamoose.

S. E. St. John's new 15,000-bushel elevator at Spencer, S. D., is receiving grain. The old elevator is connected by a screw conveyor and the new bins all have hopper bottoms. T. H. Taylor is in charge of the plant.

The Consolidated Elevator, handled by I. C. Smith in New Rockford, N. D., is making preparation for the erection of a 40,000-bushel addition to be completed before the snow flies. This will give them a 60,000-bushel house.

The Farmers' Grain Co. of Starkweather, N. D., has secured sites for elevators on the new line of the Great Northern from St. John to Brandon, N. D. They will put in four elevators and be ready for business within a short time.

The Woodworth Elevator Co. is building an addition to its house at Courtney, N. D., which will nearly double its capacity. It has put in a new gasoline engine and made other improvements around the house, which makes it one of the best along the line.

EASTERN.

The grain business of D. W. Ranlet of Boston, Mass., has been incorporated under the firm name of the D. W. Ranlet Co.

Machinery was set in motion at the new Sands & Harrison grain and bean elevator, Bergen, N. Y., early in September.

Work on the new elevator at Augusta, Me., is progressing rapidly and it is expected will be ready for business the latter part of October.

The Chapin Grain Co. of Boston, Mass., has been incorporated to deal in grain, hay, etc., with a capital stock of \$10,000. The treasurer is H. Merritt of Mattapan.

The grain elevator of Blood Bros. at Medfield, Mass., destroyed by fire a few weeks ago, will be replaced by a building 100x40 feet in size and one-story high, having a metal roof and sides.

F. E. Thompson of Carlisle, Pa., has let the contract for a new grain elevator warehouse and coal sheds. The elevator will be 30x60 feet in size with a capacity of 1,000 bushels of grain.

T. A. McCauley of Stanley, N. Y., has sold his elevator to Loomis & Co. of Victor. Mr. McCauley has conducted a successful business in Stanley for many years, but retires on account of advanced age.

The grain business of Edward C. Paull at Taunton, Mass., has been sold to Providence parties and will be known as the Taunton Grain Co. Stanley Wood, who has managed the business in the past, will retain the position of manager.

Lacking but a few months of completing half a century of activeness in the wholesale grain business, Samuel W. Clark of Elmira, N. Y., has disposed of his interests to Mayor Coleman. Mr. Clark, who entered into the grain business there in 1863, retired on October 1 to spend the remaining

days of his life in the enjoyment of the accumulations of his previous efforts.

The Westchester Grain Co. of Port Chester, N. Y., has commenced the erection of a feed house 50x50 feet in size. It will be equipped with all modern machinery.

CANADIAN.

An elevator is needed at Maidstone, Sask.

A Farmers' Elevator is probable at Disley, Sask.

Three new elevators are going up at St. Albert, Man.

Morinville, Man., will soon have a couple of elevators.

The Saskatchewan Elevator Co. has been incorporated at Regina, Sask.

The Saskatchewan Grain Co. has commenced business at Birch Hills, Sask.

The Vancouver Milling & Grain Co., Ltd., of Vancouver, B. C., has been incorporated.

Coffee, Hargraft & Co., grain dealers at Winnipeg, Man., have dissolved partnership.

A. C. Paulson and Tauro Winkjer of Brandon, Minn., have purchased an elevator at Davidson, Sask.

An elevator 28x32 feet in size and 40-feet high is being built at Innisfail, Alta, to hold 30,000 bushels of grain.

The Grand Trunk Railroad will increase its elevator capacity at Tiffin on the Georgian Bay, near Midland, Ont.

The William Stead & Co. 25,000-bushel elevator at Rosthern, Sask., has been sold to the British-American Elevator Co.

Work has been completed on the new Imperial Elevator at Redners, Sask., and John Dodds has been placed in charge.

The Hall Elevator & Grain Co. owner of the first elevator erected in Vancouver, B. C., will build a 500-barrel flour mill.

The McCabe Elevator Co. of Duluth have purchased the Northern Elevator at Roland, Man., and will move it onto the Midland railway line.

William Stead & Co.'s elevator of 25,000 bushels' capacity at Rosthern, Sask., has been sold to the British-American Elevator Co. and possession given.

The Midale Farmers' Elevator Co. and the Farmers' Milling Elevator Co., Prince Albert, have been incorporated under the Saskatchewan provincial laws.

Sites for two elevators were staked out at Craik, Sask., but on account of the low supply of lumber the elevators cannot be built in time to receive a portion of this season's crop.

The Canadian Pacific is storing smutted wheat in its elevators at Ft. William, Ont., thus saving the shipment of this grain to Port Arthur, where it has been cared for in the past.

Three elevators are in course of construction at Weyburn, Sask., one for the Dominion Elevator Co., one for the Weyburn Lumber & Elevator Co., and the third for N. D. McKinnon & Co.

It is reported the British-American Elevator Co. (Pv system) is building four elevators at Swan River towns, one each at Benito, Kenville, Durban and Swan River, Man., and another at Medford, Sask.

The Barnett & Record Co., elevator builders, etc., Minneapolis, Minn., has been authorized to do business in the province of Quebec, with its headquarters at Montreal. D. Robertson, Montreal, is named as its chief agent, replacing W. H. James of St. Henri, Que.

The Winnipeg and Morris Improvement Co. has been incorporated with a capital of \$40,000 and offices at Winnipeg, to construct, acquire and operate grain elevators. The provisional directors are: C. W. N. Kennedy, B. L. Deacon, R. R. Pattinson, W. H. Sproule and E. M. Counsell of Winnipeg.

Offices were opened at Winnipeg, Man., by the Grain Growers' Grain Co., which is expected to have eight thousand members and a quarter million dollars represented in stock. Each share is valued at \$25 and already more than 3,000 have been sold. A provisional charter has been secured and a call of 20 per cent of the capital for a working fund has been made.

The steel-clad grain transfer elevator erected by the Aberdeen Elevator Co. at Tiffin, Ont., has been completed and has a capacity of 30,000 bushels per hour in unloading from ships and loading onto cars. The power plant, enclosed in a brick and steel power house, consists of one 850 i.h.p. tandem-compound engine with full equipment of pumps, condensers, etc., and an independent electric light plant, for both arc and incandescent lighting of buildings, docks and loading tracks; the powerful engine is supplied with steam at 150 lbs.

pressure, generated by three standard water-tube boilers.

The Northern Elevator at St. Boniface, Man., has been closed down while repairs were made. Among other improvements are new floors and repairs in the boiler room. The plant was recently inspected by the Dominion grain commissioners.

H. Sutherland, executive agent Canadian Northern Ry., states that the report that the Peavey Elevator Co. has taken over the Canadian Northern Ry. Co.'s elevators at Port Arthur, Ont., was incorrect. A working agreement has been arrived at between the two companies by which the elevators would be run jointly, to the mutual advantage of the companies and the people who had grain to ship.

Senator Jensen of Nebraska, his son, John P. Jensen, and several others are forming a company at Winnipeg, Man., to build a line of seven elevators. Building is already in progress along the Canadian Northern, and elevators will be erected on the Quill Plains along the C. P. R. Seven elevators, each with a capacity of from 30,000 to 35,000 bushels, will handle this year's crop. At Wadena, Humboldt, Langham and Warman, the elevators are practically complete, and elevators at Bruno, Dalmeny and Fielding are in course of erection.

The elevator accommodation at Midland and Tiffin, Ont., on the Georgian Bay, is to be increased, and plans have been filed with the Department of Public Works, by the G. R. T., showing what it is proposed to do there. Prior to the construction of the additional elevators being gone on with the G. T. R. is asking the Government to do some dredging so that the largest lake steamers can be brought alongside. The plans contemplate the erection of an additional elevator of about 2,000,000 bushels' capacity.

WESTERN.

The new elevator at Cunningham, Wash., has begun taking in grain.

C. Wheeler has disposed of his grain business at Wenatchee, Wash.

Sterling Bros. are reported to have purchased J. E. Druck's warehouse at Lebanon, Ore.

The Farmers' Grain & Supply Co. of Spokane, Wash., has increased its capital to \$100,000.

Billy Miles & Bros. of Livingston, Mont., have their new elevator completed and in operation.

R. S. Joslin's elevator at Brush, Colo., by far the largest in that section of the state, is nearly completed.

The Farmers' Grain & Milling Co. of Wenatchee, Wash., has incorporated with a capitalization of \$250,000.

Recently the Western Milling & Elevator Co. of Idaho Falls, Idaho, was incorporated with \$50,000 capital stock.

A grain elevator 90x30 feet in size and 30 feet high is being erected at Missoula, Mont., for the Missoula Mercantile Co.

The Bruegger Mercantile Co. is erecting a grain warehouse, at Culbertson, Mont., which will be completed in about ten days. The building will hold about six carloads.

OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests during the month.]

Theo. Kipp, Jr., Peoria, Ill.

Chas. McFarland, City of Mexico, Mex.

J. W. Kurtz, of Toledo Grain & Milling Co., Toledo, Ohio.

Geo. M. Robinson, president Charter Gas Engine Co., Sterling, Ill.

A. T. Sitterly, representing the S. Howes Co., Silver Creek, N. Y.

J. E. Gambrill, Green Camp, Ohio, representing Sprout, Waldron & Co., Muncy, Pa.

Crop reports—what should they cover? H. S. Grimes has a carefully prepared article in the "American Elevator and Grain Trade" [September number] upon what the crop reports should cover. He suggests a report on the invisible supply each month on the tenth. He says at that time we get the visible supply statistics. This is a mistake. Visible supply weekly figures are published every Monday noon. Monthly figures on the world's visible are published around the eighth of each month. Government gives a guess on farm reserves in March, also at the end of the crop years. Minneiska a grain buyer for the company which

COMMISSION

The Victoria Elevator Co. of Minneapolis has increased its capital stock to \$200,000.

Jas. Campbell, Jr., & Co. have succeeded Butcher & Co. in the grain business at Minneapolis.

Leslie J. Schwabacher and Herbert D. Roos have formed a partnership and will do a commission and brokerage business at Chicago.

The Pacific Elevator Co. of Minneapolis has filed an amendment to its charter increasing its capital stock from \$150,000 to \$200,000.

L. J. Friedman, a well-known Chicago commission man, has sailed for Europe and will spend the winter near the Mediterranean, returning home in March.

The Midland Elevator Co. of Toledo, Ohio, has been incorporated with a capital stock of \$10,000 by F. O. Paddock, James Hodge, A. L. Mills, A. W. Bunce and Charles M. Milroy.

W. H. Lake & Co. of Chicago moved their St. Louis office on October 1 into larger quarters at 206 Merchants' Exchange Building. The St. Louis branch is in charge of F. L. Wallace.

W. E. Townsend and A. T. Ward have formed a partnership under the style of Townsend & Ward and have succeeded to the grain business formerly conducted by Mr. Townsend at Buffalo.

C. D. Sturtevant, Omaha manager for J. C. Shaffer & Co. of Chicago, who recently opened a branch in the Nebraska city, has applied for membership in the Omaha Grain Exchange.

Articles of incorporation have been filed by the Slack-Fuller Grain Co. of St. Louis, with a paid-up capital stock of \$10,000. Buckman L. Slack, Henry G. Craft and James M. Fuller are the incorporators.

The Becker Investment Co. of Chicago has been incorporated with a capital stock of \$25,000 by Leon Stern, Albert S. Louer and Carroll A. Teller, to do a brokerage and grain commission business.

The Ewart-Wilkinson Grain Co. of Lincoln, Neb., has filed amended articles of incorporation, changing its name to the Lincoln Grain Co. J. S. Ewart is president and Elliott Lowe secretary of the company.

Geo. T. Sidwell of Geo. H. Sidwell & Co., Chicago, was married September 18 at New York to Miss Leta Pratt of that city. They are now on their wedding journey in the East and South and will be at home in Chicago about November 1.

C. H. Thayer & Co. have succeeded to the grain and seed business of W. R. Mumford Co., Chicago, the latter house continuing its hay and straw receiving business. C. H. Thayer, of the new company, was for many years manager of the W. R. Mumford Co.

The J. E. Von Dorn Commission Co. has opened offices on the third floor of the Board of Trade Building, Omaha. Its quarters adjoin those of the Cavers-Von Dorn Elevator Co. Mr. Von Dorn recently sold his interest in the Von Dorn Grain Co. to Geo. H. Lyons.

The officers of the newly incorporated J. J. Coon Grain Co. of Toledo, Ohio, are: W. W. Cummings, president; C. C. Coon, vice-president and C. O. Wessendorf, secretary-treasurer. The board of directors is made up of the officers and A. W. Boardman and I. T. Merrell.

The offices of the Occident Elevator Co. have been removed from Jamestown, N. D., to Minneapolis. The Russell-Miller Milling Co., of which the Occident company is an auxiliary, is consolidating its interests at Minneapolis, where it will build a \$500,000 flour mill in the spring.

The Illinois Granary Co. of Chicago is a new organization which has purchased the eleven elevators in Illinois formerly owned by the United Grain Co. The elevators are located on the C. I. & S. Railway at the following points: Cardiff, Altmar, Milla, Lstant, Priscilla, McNabbs, Grandville, Morits, Seatonville, Ladd and Churchill. The officers of the company are J. E. Merritt, president; I. P. Rumsey, vice-president; G. A. White, secretary; H. A. Rumsey, treasurer; Geo. B. Hager, manager, with headquarters at Dwight, Ill. The capital stock is \$50,000, fully paid.

E. J. Newell & Co., for many years in the grain and stock brokerage business at Providence, R. I., assigned recently to Adolph Lederer, for the benefit of creditors. The liabilities are estimated at \$250,000, with nominal assets of \$300,000. It alleged that the failure was due in part to the action of the firm in protecting trades of customers who were on the wrong side of the stock market. In addition to a speculative business the firm dealt in cash grain, buying carload lots for local houses. E. J. Newell is a member of the Chicago Board of Trade and was Providence rep-

resentative of Bartlett, Frazier & Carrington. He has been in business at Providence for 23 years.

John W. Cassidy, president of the Battle Creek Breakfast Food Co. of Quincy, Ill., has been expelled from the Chicago Board of Trade for alleged bucket-shopping on the part of the Cassidy Commission Co., Quincy, of which he also is president.

The offices and cash grain department of the Northern Grain Co. have been removed from Chicago to Manitowoc, Wis., where the shipping houses are located. A commission branch will be maintained in Chicago, with Fred S. Lewis in charge.

William Carson, of the Board of Trade firm of Carson, Craig & Co. of Detroit, Mich., on September 10, celebrated the thirty-ninth anniversary of his entry in the grain trade in this city. His first experience was as a bookkeeper for Peter Voorheis & Co., and later he became associated with Gillett & Hall, with whom he remained until the latter gentleman retired, when, in connection with Messrs. Thomas G. Craig and John Wynne, the business of Gillett & Hall was taken over by Carson, Craig & Co. Mr. Carson, who is one of the most popular men on the board, received the congratulations of his fellow members.

INSPECTION POLITICS IN MINNESOTA.

The state campaign in Minnesota is now on, and as a matter of trade interest only. The following excerpt is taken from Gov. Johnson's "opening" of the campaign on behalf of his party at Red Wing. Of the merits of the speech we make no reference, but quote only as an example of how easy it is to take into politics a function of the state government that should be wholly divorced from it, even to the extent of barring mention of its conduct in a political speech.

Referring to the work of the state Board of Grain Appeals, Gov. Johnson said:

"The farmer of Minnesota is directly concerned in the state inspection and weighing of grain. The laws for this purpose are as complete and as advanced as in any other state in the Union. Formerly the entire system of grain inspection was subordinate to the office of the governor. Since the Board of Railroad and Warehouse Commissioners became elective, they are not directly responsible to the chief executive for the performance of their duty. One section of this department, however, is still appointive by the governor, this body being the Board of Grain Appeals for Minneapolis and Duluth.

"Four years ago the Republican campaign committee made a report of the work of the Board appointed under the administration of the governor then in office. They proved by figures which cannot be contradicted that a raise of grade was made in 2,778 cars, and that thereby they saved to the farmers of the state of Minnesota almost \$80,000, or about \$28.80 per car. I am not going to question the figures published by that committee. Comparisons are not always odious. During the recent crop year ending August 1, 1906, the Board of Appeals appointed by me has raised the grade of 4,772 reinspected cars of grain. If the figures published at that time were correct, and applied to the changes made by the present Board of Appeals, the saving to the farmers by the present Board of Appeals would be \$137,400, or more than \$50,000 in excess of the amount laudably boasted by the committee at that time."

TWO VIEWS.

Russian Ukase has miscarried. A Chicago concern flooded the country with circulars predicting that Russia would on October 1 issue a ukase prohibiting the export of grain for one year. October 3 is here, but no ukase has appeared. Czar is busy and has forgotten to make good the prediction of the aforesaid firm, which is not quoted in Dun or Bradstreet and will bear watching.—King & Co., October 3.

Renewed reports of great suffering from famine and typhus among the Russian peasants in the Volga districts, where the crops were nearly a total failure. It is not mentioned here as a bull item for grain values but rather as something explanatory of the predatory lawless and violent attacks upon property rights in that unfortunate country. A starving man may be excused much.—Pope & Eckhardt Co., October 4.

About 500 farmers, present at the Corn Palace Show at Mitchell, S. D., on September 30 organized a Corn Growers' Association. The officers are A. E. Chamberlain of Howard, president; H. C. Warner of Forrestburg, temporary secretary. The city of Mitchell has hung up \$500 for prizes, and a two days' show will be held in that city about the holidays.

THE EXCHANGES

Work on the grain exchange at Winnipeg is progressing satisfactorily.

The directors of the Chicago Board of Trade have ruled that all solicitors in the employ of members must have their applications posted on 'Change ten days before final approval.

The Milwaukee Chamber of Commerce is rapidly regaining its option business, according to reports from that city. The price of memberships is hardening and there is said to be a large waiting list of those who desire to purchase seats.

Marshall Hall, president of the W. L. Green Corn Co., has been selected to fill the unexpired term of the late director, H. H. Wernse of the St. Louis Merchants' Exchange. John Wahl has been elected to the honorary membership committee to fill the vacancy caused by the demise of C. H. Spencer of the same exchange.

It is reported that a local bank has preferred charges of uncommercial conduct against H. B. Smith, the Chicago flour broker, who left the city two years ago after an alleged disastrous speculative campaign. He was shortly thereafter suspended from membership on the Board of Trade, and application is now made for his expulsion.

Business on the Duluth Board of Trade has been increasing steadily of late. During September the option trading averaged 2,800,000 bushels a day, while the cash business was a little more than one-half of this amount. By January 1 the Board will be out of debt and in full ownership of the Exchange building. There are 200 members of the Board and memberships are held around \$4,000.

CALL TO ARRIVE AT MINNEAPOLIS.

The Minneapolis Chamber of Commerce has established a call board on grain to arrive. The following notice, issued by L. T. Jamme, secretary, is self-explanatory: "With the intention of providing for an open competitive market among the members of this exchange in the articles dealt in, and that with such market all making of new prices by members of this Chamber of Commerce shall cease until the next business day, the board of directors is hereby empowered and directed to establish a 'call' open to all members, for all commodities dealt in on this exchange, to arrive, to be held in the exchange room immediately after the close of the regular session on each business day; and the said board may establish a similar 'call' to be held at any other hour of each business day during the session of this exchange. The 'call' shall be under the control and management of a 'call' committee consisting of five members, appointed by the president with the approval of the board of directors. Contracts may be made on the 'call' upon such terms only as have been approved by the 'call' committee"

[A Circular of the Grain Dealers' National Association.]

UNIFORM BILL OF LADING—A WARNING.

It has come to our notice that a great many grain dealers are still signing bills of lading covering interstate business, and that they are not demanding negotiable documents.

A part of Section 20 of the amended interstate commerce act, effective August 20, 1906, reads as follows:

"That any common carrier, railroad or transportation company receiving property for transportation from a point in one state to a point in another state, shall issue a receipt or bill of lading therefor, and shall be liable to the lawful holder thereof, for any loss, damage, or injury to such property, caused by it or by any common carrier, railroad or transportation company to which such property may be delivered or over whose line or lines such property may pass, and no contracts, receipt, rule or regulation shall exempt such common carrier, railroad or transportation company from liability hereby imposed; provided, that nothing in this section shall deprive any holder of such receipt or bill of lading of any remedy or right of action which he has under existing law."

In the case of Myrick vs. R. R. 110 U. S. 102, the court drew a close distinction between "received for transportation" and "marked, consigned and destined," and held that a receipt for a shipment "marked, consigned and destined" was not an agreement "to transport;" but we think it is logical to assume that, under the law, as it now stands, the court will construe "marked, consigned and destined" to contemplate "transportation," basing the conclusion on the rightful theory that it was

the intent of the shipper and the carrier that the property was received for transportation, thus bringing the transaction within the law.

The interstate commerce act applies to common carriers. For our purposes a "common carrier" is any corporation, or any persons or persons, engaged in transportation wholly by railroad, or partly by railroad and partly by water, when both transits are under common control, management or arrangement for a continuous carriage or shipment. The term "railroad" includes bridges, ferries, switches, spurs, tracks, terminal facilities, freight depots, yards and grounds, and also all the road in use by any corporation operating a railroad used or necessary in the transportation or delivery of property. The term "transportation" includes cars and other vehicles and all instrumentalities and facilities of shipment or carriage and all services in connection with the receipt, delivery, elevation, transfer in transit, storage and handling of property transported. It is the duty of every carrier to provide and furnish transportation upon a reasonable request therefor and to establish through routes and just and reasonable rates, applicable thereto.

You will see from this that a railroad is a carrier, engaged in the transportation of property, and that the issuance of a receipt for such property is included in the meaning of the term "transportation," and that, therefore, such receipt not only contemplates but actually is a part of, and inseparable from, "transportation."

Under this construction, it is unlawful to sign a bill of lading and thus become a party to a contract to exempt a carrier from liability.

If, upon your refusal to sign a bill of lading, any local agent or other representative of the carrier should decline to insert the same rate he would have inserted had you affixed your signature, call his attention to the agreement entered into by the shippers and the carriers on March 11, 1905, one of the provisions of which was: "Carriers will withdraw, in regular form, the bills of lading and rules in Classification No. 26, and continue in effect Official Classification No. 25 Bill of Lading Rules." The result of this has been to place the bill of lading matter where it was early in December, 1903, and before any instruction had been issued concerning the shipper's signature. Under the further stipulation of that agreement, the resultant postponement is still in effect and will so remain until dissolved by reasonable notice.

With respect to the negotiability of bills of lading, it would seem that a great deal of our worry and annoyance has been due more to lack of familiarity with existing rules than to any other cause. While the words "not negotiable" never should have been printed on the bill of lading forms, yet ample provision was elsewhere made to render any bill of lading negotiable, as will be seen by referring to page 11 of Official Classification No. 28, Note 1, which reads in part as follows: "The words 'not negotiable' should be printed on the face of each uniform bill of lading, shipping order and memorandum acknowledgment for the protection of carriers under certain state laws, but these words on the uniform bill of lading should, for the accommodation of shippers desiring to make collateral use thereof, be omitted or erased and initialed." "Erased and initialed" means that, upon request, the issuing agent of the carrier shall strike out the words "not negotiable," and affix his initials in close proximity to the erasure, as evidence of his knowledge of and participation in the act. So far as we can learn, the words "not negotiable" do not appear on recently printed bill of lading forms now being furnished on agents' requisition by a majority of the carriers; and it is my understanding that these objectionable forms will be dispensed with when present supplies are exhausted.

Pending the decision of the bill of lading matter, the efforts of this Association, to secure the adoption of a bill of lading within the spirit and the letter of the law as it now stands, will be continued without abatement; in the meantime, if you would have full protection against loss, damage or injury; if you wish to use your bills of lading as collateral; if you wish to have your drafts promptly paid, carefully observe the following cautions:

1. Do not sign a bill of lading.
2. See to it that the following specifications are inserted in your bill of lading: Name of your railroad station (shipping point) and state, the date, correct rate, name of consignee (showing whether billed straight or to your order), route, initial and number of car, contents carefully classified, and weight.
3. Require your bill of lading to be filled in and signed in ink.
4. Demand a negotiable and original bill of lading.
5. Do not accept a carbon copy as an original bill of lading.
6. Endorse your original bill of lading in ink.
7. Attach your original bill of lading to your

draft, and place it in the hands of your banker at the earliest possible moment, with instructions to forward without delay.

8. Write the consignee by the first possible mail, giving him complete data concerning the shipment, bill of lading and draft, and thus pave the way for the prompt protection of your interests.

9. Promptly make a report to this office of any irregularities prejudicial to your interests and we will immediately take steps to secure proper relief.

JOHN F. COURCIER, Secretary.

SEEDS

The Canadian clover seed crop is reported very small, due to the long dry spell of August and September.

The Grand Forks Seed Co. has been organized at Grand Forks, N. D., and has opened a salesroom with T. J. Smith in charge.

Rogers Bros.' Seed Co. will move its head offices from Chaumont, N. Y., to Alpena, Mich., where its principal seed houses are located.

Mr. David S. Gay of Lexington, Ky., has, during the past year, added a new grass seed cleaning plant to his large warehouse business that will clean 1,000 bushels a day.

John Sterns of Hiawatha, Kan., bought up a carload of clover seed from the farmers in the vicinity, paying from \$5 to \$6 a bushel for it, and sold the 600 bushels for \$3,700.

The Gurney Seed Company of Yankton, S. D., has filed articles of incorporation. The company is incorporated with \$10,000 capital and will conduct a general wholesale seed business. The incorporators are C. W. Gurney and D. B. Gurney of Yankton and E. R. Gurney of Fremont, Neb.

Prof. A. W. Wheeler of the Brookings Agricultural College is interesting a number of men in the state in the organization of a seed company, which will probably be located in Mitchell, S. D. The company will be incorporated with a capital of \$100,000, with \$30,000 paid in. Mitchell citizens will take \$10,000 interest in the concern.

The Iowa Seed Co. of Des Moines, Iowa, has just completed the erection of two new greenhouses and is building five more at Des Moines. The company is also constructing a seed warehouse at Altoona for the storing of grain raised there. The new warehouse will have a storage capacity of 25,000 bushels. The company owns a large farm near Altoona and also rents some land, so that altogether about 800 acres of land are used.

A dispatch sent out from Washington in September says: "In accordance with an act of Congress the Agricultural Department has obtained and tested seed of alfalfa from various dealers throughout the country, and has published a list of those firms whose product was found to be adulterated. In all 352 samples of alfalfa seed were examined. Of these 160, or nearly one-half, were found to contain seed of the destructive parasitic plant dodder, nine samples adulterated with seed of yellow trefoil and nine samples adulterated with burr clover.

C. A. King & Co. of Toledo, Ohio, say under date of September 15, regarding clover seed: Acreage is short of last season. Indiana is short a fifth; Ohio a sixth; Michigan a tenth; Illinois and Missouri each a fifth; Wisconsin and Kentucky an eighth. Iowa has as much as a year ago. Condition is a trifle better than a year ago in Ohio, but lower in all the other states. Indiana is seven lower, so is Michigan, which they give at 75, while the state report made it 73. Kentucky they give at 82, but the state report made it only 75 of a full crop. Wisconsin has the highest condition, being 88. Illinois is thirteen below a year ago. Ohio and Indiana are the big producers. Under date of September 29, they say the receipts at Toledo are the smallest ever known, being 5,275 bags, against 14,360 bags last year. The government figures indicate a smaller total crop than last year.

GOVERNMENT SEEDS.

Mr. A. J. Pieters, botanist in charge of seed and plant introduction, Bureau of Plant Industry, writes in regard to what has been done in the way of seed distribution:

"In 1839 Congress appropriated \$1,000 to be used by the commissioner of patents in collecting agricultural statistics and for the purchase of seeds of new and rare varieties of plants. This was the first appropriation providing for a work which during the fiscal year 1906 requires an appropriation of \$290,000. But before such specific help as that referred to was granted to this work the distribu-

tion of seeds had been considered of great importance. In a letter dated January 22, 1839, the commissioner of patents referred to the introduction of Baden corn as having increased the Mississippi corn crop by 50 per cent, and also stated that varieties of wheat were distributed and tested in 1838. During the early days of the settlement of this country there was of course much miscellaneous private introduction, but in 1770 Benjamin Franklin, as the agent of Pennsylvania, sent home for distribution seeds and mulberry cuttings, and during the administration of John Quincy Adams consuls of the United States were instructed to forward rare plants and seeds to the Department of State for distribution. The amounts annually appropriated since 1839 have varied widely; and, so far as can be learned, in but few instances has the whole appropriation been expended.

"Between the years 1839 and 1880 a number of important new crops were introduced—sorghum, kafir corn, wheats and sugar canes; but meanwhile the distribution of vegetable and flower seeds became a more prominent feature, and by 1890 nearly all the seeds distributed were of this class.

"With the increase of the number of packages annually assigned to senators, representatives and delegates in Congress, it became increasingly difficult to obtain seeds of new varieties in sufficient quantities, and to a greater and greater extent those of standard varieties were substituted. The introduction of new and improved varieties as an important feature of the distribution work was never wholly lost sight of, however, and in 1898 received distinct recognition in that Congress set aside the sum of \$20,000 to be used for securing from abroad varieties that might be adapted to our conditions. This action brought the work back to the original purpose, namely, the introduction and testing of new things to be afterwards more widely distributed if found valuable.

"The work of seed and plant introduction, begun before there was a Department of Agriculture and carried on now for sixty-five years, has to its credit the introduction of some of our most important crops, the annual value of which it would be difficult to estimate."

Of the object of this branch of the bureau, he says: "The object of this branch of the department is to find out new crops and to introduce them to the notice of the American farmer, business man and consumer. There is always room for something better, and in many sections there is a crying need for anything that will grow and out of which the cultivator can make money. There are plenty of good things known in one section of the country that ought to be known in others, and even in the older sections of our country changed conditions call for new crops—crops that will fit into the rotation and keep the ground occupied, crops that will come on at a time when there is no other work, or crops that will make heavy expenditures for nitrogenous fertilizers unnecessary. The object of this business, therefore, is to help the agriculture and horticulture of the country wherever a need is felt for new crops or for new varieties of old crops. Moreover, an important feature of the work is to learn which crops already standard in this country may be extended to parts of the United States where their value is not at present appreciated. Such work is being done in the extension of alfalfa culture in the eastern United States. Explorers are also sent to every part of the habitable globe to bring home the best seeds and plants.

"In all parts of the country there is need of something. On the Atlantic seaboard the abandoned rice fields are awaiting to have their fertility utilized by some crop that will pay; in the fruit-growing sections north, south, east and west, the growers want the ideal cover crop; tobacco growers everywhere need a soil improver that can follow tobacco the same season and will cover the ground during the winter; the home-makers in the Northeast and in the Northwest want better trees, especially evergreens for wind-breaks and ornament; the florist desires a healthy Easter lily; the southern farmer is in need of better cottons, disease-resistant cottons, and better corn; Florida wants new fancy fruits that will bring high prices to pay for the high cost of production, besides crops that can be grown cheaply and will pay for the trouble; the Northwest needs, among other things, hardy alfalfa and grains to resist drought and rust; the Southwest wants crops that will resist drought and alkali; everywhere, indeed, there is need of some crop adapted to special conditions of soil, of climate or of market.

"The object of this business is to fill these various needs by introducing new and improved crops to the American cultivator."

To this may be added the following statement from the last "Agricultural Year Book" (1905):

"One of the most important tasks which the department has to perform is the securing and distribution of the large quantity of seeds made necessary by the congressional seed distribution. In the earlier work of the department it was the

practice to secure this seed, put it up and send it out entirely with a departmental force. As the demand for seed increased and the work grew, it was found difficult to handle the complicated questions involved in this way. For the time the handling of the congressional distribution was placed in the hands of contractors, but this was found unsatisfactory.

"The Bureau of Plant Industry was charged with all matters pertaining to the seed work, and for the past four years has been giving special attention to improvements in the methods of securing, handling and distributing. The department has made a special effort to secure home-grown seeds from growers and dealers in the United States.

"A special effort has been made in the matter of encouraging bulb culture. While the actual number of miscellaneous vegetable seeds distributed has increased, the cost of the work has been diminished and the saving effected thereby has been devoted to the purchase, distribution and encouragement of the use of improved seeds of various kinds. A special feature has been made of encouraging school garden work through the seed distribution. Formerly it was the practice to send the same kind of seeds to the cities as was sent to the country districts. Now special arrangements have been made for placing in the hands of senators and members of Congress who have city constituents seeds especially designed for encouraging garden work in the public schools. Circulars of instruction have been prepared and issued with these seeds. Special attention has also been given to the securing and distribution of improved forage-crop seed, cotton seed and other seeds."

AMERICA AND WORLD'S WHEAT DEMANDS.

The United States has not the same monopoly of the wheat production as she has of corn and cotton so that the problem of ascertaining the probable demands that will be made upon her from season to season is much harder to fathom. Being but one of several surplus countries and these countries being more or less in a pioneer stage, where little data is obtainable for satisfactory forecasting, contingencies are always rising to upset the most careful calculations.

Statistics at the present time are very unsatisfactory. According to the Hungarian minister's estimate, the wheat crop of the world is larger this year than last by 343,000,000 bushels. These figures, taking the amounts set down to America as a criterion, look large. Beerbohm does not estimate as liberally as this but makes it 134,000,000 bushels greater. The requirements of importing countries is put by this last estimator as the lowest in six years, indicating excellent crops in deficit nations.

There appears to be no great shortage anywhere, if we except Russia, which, while of extreme importance, is too dark a mystery to base calculations upon. Yet if we follow the European commercial papers, the conclusion is easily reached that, in spite of an excellent general situation, our surplus will be needed abroad. The shortage in the Russian crop, according to reports, is principally in the spring wheat regions. The quality of the harvest in several sections of Europe is low. Last year, we know, that the foreign flour trade skimmed along upon very small supplies, and our clearances have indicated considerable of the crop already shipped. The very indefinite knowledge as to when this export business took place makes us exceedingly skeptical, in the face of these clearances, of the dull trade the seaboard tells of now being in force.

The safest plan is to judge by facts. America has been contributing close to 50 per cent of the world's exports in spite of a poor demand. With the hardening of our wheat prices, based upon a modification of the Northwest spring wheat output and a movement to the terminal markets contrary to calculations, a better tone has developed in the foreign situation. It is impossible to know how much new business is being accomplished on the higher basis, but if the importing countries really need our wheat it is reasonable to assume that their sanguine attitude as to their ability to dictate the price has been upset and they are in the market. At the present time the outlook is promising for the seller, but the figures that the trade has now before it, as a criterion of the world's needs, do not look promising for a bull market. While the present upturn is but a natural rebound from excessive speculative pressure sentiment is working for an extreme move in the other direction.—Minneapolis Market Report.

A record-breaking car of wheat received in Duluth, on September 20, contained 2,160 bushels gross and 2,052 bushels net, and was consigned to the largest elevator at the Head of the Lakes, Elevator S, in Superior. The previous record was 1,900 bushels.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Thrashers' Lien on Grain.

Chapter 83 of the Revised Civil Code of 1899, the Supreme Court of North Dakota says (Mitchell vs. Monarch Elevator Co., 107 Northwestern Reporter, 1085), gives to thrashers of grain an enforceable lien thereon upon filing a statement therefor within 30 days from the thrashing and such lien exists from the commencement of the thrashing. A person purchasing grain during 30 days after its thrashing, in the regular course of business, is not an innocent purchaser thereof, although the statement was not filed when the purchase was made.

A statement for a thrasher's lien pursuant to said chapter 83, which requires the statement to show the amount and quantity of grain thrashed, need not state the number of bushels of each kind of grain thrashed when the total amount of the lien appears from the statement. A thrasher is entitled to a lien on all the grain thrashed for thrashing any particular kind of grain, when done under the same contract, and such lien is enforceable between the parties.

A statement for a thrasher's lien must contain everything required by the statute to be stated therein, and nothing more.

Rights Under a Contract for Exchange of Stock and Elevator.

An agreement was made by one person to transfer certain stock in one elevator company to another, in consideration of the transfer by that other to him of certain stock in a different elevator company, and also of a certain elevator on a railroad right-of-way in North Dakota, together with its site, under the agreement with the railroad company by virtue of which that elevator was constructed and operated. There was a mutual delivery of stock in accordance with this agreement. The second party to the agreement, however, failed to transfer the elevator and its site.

In an action brought on this state of facts, the Supreme Court of Minnesota holds (Todd vs. Bettingen, 107 Northwestern Reporter, 1049): (1) That the proceeding was in fact one at law for damages for breach of contract, in which no equitable relief should have been granted; (2) that the agreement with the railway company concerned an interest in land and a lease for more than one year, and the agreement to transfer the same was void under the statute of frauds on account of not being in writing; (3) that the contract was entire and indivisible and being void in part was void in whole; and (4) that no action for damages lay for its breach.

Rights Where Party Renounces Contract Under Which Broker has Sold Grain.

The plaintiff in a case, the Supreme Court of Minnesota says, employed the defendant as a grain broker to sell a quantity of wheat for him. The defendant did so in his own name, without disclosing his principal, in accordance with the mutual understanding of the parties. The defendant then was personally responsible for the performance of the contract, and the plaintiff was bound to perform the contract and save the defendant harmless. But he renounced his contract and declared that he would not perform it, and thereby deprived the defendant of his right to have the contract kept open as a subsisting and effective contract, unimpaired and unimpeached. Thereupon the defendant, being unwilling, in view of the plaintiff's hostile action, to assume all the risks of his continued solvency and the fluctuations in the market value of grain, did the only thing he could reasonably have done to protect himself from serious probable loss. He in effect sublet the contract to deliver the wheat at the time called for by the original contract by purchasing the amount thereof at the market price and closing the transaction. The damages allowed him by the trial court, the judgment of which is affirmed, was the difference between the contract price and the market price paid for the wheat.

But it was urged that if the rule of damages stated was to be applied to cases similar to this one, the defendant did not, on the day he received notice of the repudiation of the contract, elect to treat it as a breach and buy in the wheat on that day; that if he might wait one day, he might wait any number of days or weeks before electing and then select a day when the market was unfavorable to the plaintiff. The court's reply is that the party desiring to treat the renunciation of an executory contract (one to be performed in the future) as a

breach thereof must elect within a reasonable time; otherwise, he might wait until the market was favorable to him and correspondingly unfavorable to his adversary and elect to treat the contract as broken on that day. What is a reasonable time is ordinarily a question of fact. The finding of the lower court in this case was that the defendant received notice of the repudiation of the contract on a certain date and bought in the wheat the next day. While in cases of this kind, where the market value of the commodity which is the subject-matter of the action is liable to fluctuate from hour to hour, the party ought promptly to exercise his election. This court cannot say as a matter of law that a delay of one day was unreasonable.

In short, the court applies to a transaction in wheat the general rule that the damages for a breach of a contract for the sale of goods is the difference between the contract price and the market price at the time and place when and where they ought to have been delivered. And it holds (Alger-Fowler Co. vs. Tracy, 107 Northwestern Reporter, 1124) that where one party to an executory contract before performance is due expressly renounces the contract and gives notice that he will not perform it, his adversary, if he so elects, may treat the renunciation as a breach of the contract and at once bring an action for damages. A party desiring so to treat the renunciation of an executory contract as a breach must within a reasonable time elect so to do.

IN THE COURTS

Alex. R. Hagner and Charles A. Little have been appointed receivers for D. L. Kenly & Co., dealers in grain and coal at Hagerstown, Md., in order to dissolve a partnership.

In the case of Floyd Thompson against the Texarkana & Fort Smith Railway for \$15,000 damages, on trial at Texarkana, Texas, the verdict was for the defendant company. The claim was that the railway company's locomotive had set fire by a spark to the mill and elevator of the plaintiff, which were destroyed.

F. C. Barnes and others of Lebanon, Kan., have brought suit against the Rock Island Railroad Company at Topeka on September 28, for sums aggregating \$255.34 and interest for several months as a result of alleged negligence in handling shipments of grain belonging to Barnes and his associates. The petition recites the fact that the grain was held en route to Kansas City varying lengths of time, the longest trip requiring 15 days. As the distance is only 250 miles this time seems unreasonable to them, and the grain men want the damages which total the above sum.

The Larabee Flour Mills Co. of Stafford, Kan., has begun an action in the Supreme Court to compel the Missouri Pacific Railway Company to withdraw the restriction of no-liability in making grain and flour shipments. The application says that the railway company will not accept shipments of grain or flour or other mill products unless the clause which absolves the company from any liability from loss, shortage or damage is inserted. The milling company claims that this clause is illegal on the grounds that the shipper is entitled to relief if shortages or damage to the goods appear.

In the action of the Montreal Grain Elevating Co. against the Harbor Commissioners of Montreal, the court found for the plaintiff and fixed its damages at \$13,500. The plaintiff company claimed \$25,000 damages on account of the loss of the elevator "St. Lawrence," which, on May 6, 1903, sank in the harbor after striking a sharp angle of the new wharf then in course of construction, and which was partially covered by water. The court held that the Harbor Commissioners must be held responsible for the loss, having failed to provide a danger signal at the point where the accident occurred. However, the company having withdrawn its claim for the earnings lost, judgment was rendered in its favor only for the actual value of the elevator lost, which the court found to be \$13,500, with interest and costs.

Galveston's first shipment of corn to a European port this season cleared on September 12 on the steamer Horatio for Liverpool. The consignment consisted of 15,571 bushels of old corn, which went into the ship in first-class condition.

An ear of corn is reported from Boonville, Ind., that weighed 2 lbs. 2 ozs. and had 26 rows of kernels. The ear was taken from a lot grown on a tract of six acres and this small field yielded 500 bushels. It took thirty-seven similar ears to make a bushel.

OBITUARY

Charles G. Kline, of the Kline Bros.' Coal & Grain Co., of Evanston, Ill., is dead.

Richard M. Mitchell, 77 years old, a charter member of the Board of Trade of Chicago, Ill., died at the home of his daughter, Mrs. F. M. Baker, 650 West Sixty-second Street, October 7. Mr. Mitchell was born in Brownsville, N. Y., in 1827, and came to Chicago in 1851. A widow and four children survive.

Henry N. Botsford, a prominent business man of Port Huron, Mich., and well known in marine circles, for years manager of the Wolverine Dry Dock and Elevator business, died on September 16 at Los Angeles, Cal. He had lived there for several years past. He leaves a widow and one daughter. Bright's disease was the cause of death.

Al Wildman, formerly wheat buyer for the Cargill Elevator Co. at Long Prairie, Minn., committed suicide in the elevator the morning of October 1, by shooting himself through the temple. He has resided in Long Prairie for years and had few enemies. No cause can be given for his act. Mr. Wildman is survived by a widow. He was 60 years old.

DeWitt R. Wagner, a pioneer business man of Minneapolis, Minn., died October 4, after a lingering illness. He was founder of the grain commission firm of D. R. Wagner & Co. Mr. Wagner was born at Fort Plain, N. Y., in 1833 and spent his early days in New York City, later moving to Detroit and subsequently to Minneapolis, where he established himself in business in 1867.

Hiram Kerlin, a grain dealer at Burrows, Ind., dropped dead at his home, October 1, while waiting for a train to Logansport. Death was due to neuralgia of the heart. Up until the time of his death Mr. Kerlin had appeared in perfect health. Besides having served two years as sheriff of Carroll County he was formerly mayor of Delphi. A widow and three children survive.

Renslow Stoddard Parker, 82 years old, grain merchant and resident in Chicago for the last thirty-five years, died about noon on September 19 at his home, 3337 Vernon Avenue, after a long illness. He was born in Suffolk, Mass., and later moved to Boston. The latter years of his business career he operated as a grain merchant, being the head of R. S. Parker & Co. About five years ago he retired from active affairs. He is survived by two children and a sister.

P. J. Thistlewood, grain dealer and bank director of Cairo, Ill., was killed in jumping from a moving train on the morning of September 17. With his brother, Capt. N. B. Thistlewood, he was starting to Chattanooga to attend a soldiers' reunion. Boarding a train on the Illinois Central bound for St. Louis, instead of one for Chattanooga, they did not discover their mistake until the train was under way. They went out on the platform and jumped off, the first named fracturing his skull.

Henry Streng, aged 86 years, died October 1, at his home in Pittsburg, Pa., from heart failure, following a six-day illness of pneumonia. He was born in Oeten, Bavaria, Germany, and when 18 years old, came to America, going to Lavonia, Ind. He married Miss Esther Sherwood there and then removed to Louisville, Ohio, and engaged in the grain business for eleven years. Forty years ago he removed to Pittsburg and continued in the grain business with great success. Mr. Streng was a member of Rodelph Shalom temple and leaves one son, five daughters and seven grandchildren.

To have lived in one community over half a century, and then to pass away and receive the heartfelt tributes of old business associates, is worthy of emulation. Such is the life history of John R. Shuman, a grain dealer for fifty years, in Covington, Ohio, who succumbed to an operation September 27, at Grant Hospital, Columbus. Following a consultation by his physicians the operation was decided upon as a last resort, but the shock proved too much for a man within a few days of 80 years. A fitting epitaph to the veteran grain man comes from the lips of one of his patrons who said: "I was always sure to get the right weight for my grain when John Shuman was at the scales." He was at the scales from early morning 'till late at night until a few days before his death. As a citizen of Covington he held many political offices of trust and had celebrated his golden anniversary as a Mason as well as having been a charter member of the local I. O. O. F. lodge. In 1871 he organized the Stillwater Valley Bank and has been annually elected its president since. Mr. Shuman was born in Liverpool, Pa., and was married to Miss Sophronia J. Huckins of Bangor, Me., in 1855, taking her

to Covington, where he had established himself some five years earlier. The widow and six children mourn his departure.

Michael E. Duff, the senior member of the Duff Grain Co., died at his home in Nebraska City, Neb., early on the morning of September 14. He returned a short time before from the East, where he went for his health, and it was thought he was getting better till that morning, when life began to sink, going out a short time later. He had been a resident of Nebraska City for many years and began at the bottom of the ladder, gradually working up until he and his brother were the wealthiest grain men in the state and owned a long string of elevators. He was 68 years old and leaves a wife, two sons and a daughter.

Kenneth Chisholm, for thirty-five years a grain dealer and miller at Brampton, Ont., passed away at his home, September 26, aged 77 years. His business has been conducted under the firm name of K. Chisholm & Co. From 1873 to 1894, when he resigned, Mr. Chisholm was a member of the Legislative Assembly of Ontario, representing the Liberal vote. Since that time he has held the office of registrar of Peel County, where he was born and has lived almost continuously through life. Deceased was twice married and is survived by two daughters and three sons. Mr. Chisholm sat for about twenty-four years in the Brampton city council.

MOVEMENT OF GRAIN INTO DULUTH.

Some weeks ago the Commercial Record estimated requirements of all grain out of here this fall at 62,000,000 bushels. At the present time we would be inclined to figure these requirements at somewhat smaller figures, and for the purpose of showing minimum wants, in contrast to the maximum railroad probabilities, we present the following estimate of the amount of each grain that will be taken from here this fall:

Spring wheat	18,000,000
Durum wheat	12,000,000
Barley	8,000,000
Oats	4,000,000
Rye	1,000,000
Flaxseed	12,000,000

Total.....55,000,000

Here then is presented to the railroads the task of delivering to Duluth 55,000,000 bushels of grain, and as indicated above they now seem to be working capacity, at figures that total 10,000,000 bushels less than requirements.

It seems to be up to the commission shippers, the elevator men and the interior men to get after the railroads and see that an effort is made to increase the movement to Duluth.

In closing it might be said that the above calculation credits the railroads with a week in December, while it is entirely among the possibilities that cold weather might cut off that week and even a few days of the late November.

We have no doubt that the railroads, when their attention is directed to the condition of affairs, will exert every effort to facilitate the grain movement. Six hundred cars a day of all grain will take care of our requirements.—Duluth Commercial Record, September 25.

At October 1, 11,483,000 bushels had been received, leaving about 45,000,000 to arrive during October and November (nine weeks). Last year 17,620,000 bushels arrived at Duluth in October.

Syl. Dixon started his wheat train from Dodge City, Kan., to Chicago on time, arriving in Omaha on September 28, where the brokers got it into their heads that the wheat would be sold. Before the train had been long on the sidetrack Messrs. Peck, Sunderland, McWhorter, Merriam and half a dozen other grain dealers appeared. They looked at the wheat and commenced to bid. Inside of ten minutes they had run the price a couple of cents above Chicago. This took away Dixon's breath, and he had to acknowledge that the grain was not for sale; that it was for exhibition purposes and was just making a trip east to show what the Sunflower State could do.

A report from Elberton, Wash., says that after years of experimenting with corn, J. W. Berkstresser has perfected a hybrid corn that this year on several acres yielded about 40 bushels to the acre. The corn was ripe and ready to cut on September 1. The corn is of a white variety, twelve rows, and the ears are all well filled and are on the average from seven to eight inches in length. The corn stools, and three to four stalks grew from one kernel, and in every instance each one of the sprouts had a good-size ear of corn from five to eight inches in length and fully matured. In perfecting this hybrid, Mr. Berkstresser used five distinct varieties of corn, using an early sweet corn for the base.

PERSONAL

J. C. Heyl is in charge of the elevator at Portal, N. D.

Jake Schall has charge of the new elevator at Eureka, S. D.

John Meehan is buyer for the State Elevator at Waverly, Minn.

Elmer Farr has charge of the Tanner Elevator at Grey Eagle, Minn.

Henry Sontag has become agent for the Jenkins Elevator at Borup, Minn.

C. W. Cullen of Waverly has accepted a position as grain buyer at Downer, Minn.

James Connally has succeeded W. E. Beaman as grain buyer at Danvers, Minn.

C. B. Wheeler of Milnor is in charge of the Farmers' Elevator at Gwinner, N. D.

Oscar Torpness of Lanesboro, Minn., is in charge of the Fridlund Elevator at Hitterdal.

Fred Lang has been appointed agent for the Crown Elevator Co. at Bowdle, S. D.

P. A. Teslow has resigned as agent for the Imperial Elevator Co. at Bottineau, N. D.

J. N. Griener is again buying grain for the Imperial Elevator Co. of Bottineau, N. D.

Mr. Mikkelsen of Stephen, Minn., has moved to Alsen, N. D., to look after his new elevator.

G. W. Johnson of Battle Lake, Minn., has taken charge of the new elevator at Foreman, N. D.

Samuel Stevenson has taken charge of the Northwestern Elevator at Cooperstown, N. D.

M. R. Farrell will be manager of the new Scheeler-Merrick & Co. Elevator at Napoleon, N. D.

Walter Trask has been given charge of the Atlas Elevator Co.'s interests at Harrold, S. D.

F. W. Fischer of Minnesota Lake, at the Crown Elevator of White Rock, S. D., succeeds C. A. Fitch.

Joseph Murphy of Murdock, Minn., is now buying for the John Taylor Elevator Co. at Omamee, N. D.

B. J. Tobin of Burlington, Iowa, is now in charge of the Goeman Grain Co.'s elevator at Mansfield, Ohio.

A. C. Kirby of Grand Forks, N. D., has taken charge of the Miller & Ames Elevator at Hannah, N. D.

Glenn Williams of Edmore has severed his connection with the Stockbridge Elevator Co. at Clio, Mich.

Myron Stotler of Hudson, Ill., will assist his brother, Howard Stotler, in his grain business at Winona.

C. A. Aafedt has again taken the position of grain buyer for the Imperial Elevator Co. at Milton, N. D.

Julius Davidson is the new wheat buyer for the Minneapolis and Northern Elevator Co. at Evansville, Minn.

Hollis Morgan of Ash Creek, Minn., has been put in charge of E. A. Brown's Elevator at Clear Lake, S. D.

James Bennett of Neche, N. D., is employed as agent for the International Elevator Co. at Morden, Manitoba.

H. M. Case of Minneapolis has assumed the management of the Olsgard Elevator Co.'s business at McVie, N. D.

S. J. Rudser, formerly with the M. & N. Elevator at Halstad, Minn., will have charge of an elevator at Aneta, N. D.

O. A. Richardson of Perham has succeeded H. B. Kirby as agent for the Interstate Elevator at Menahga, Minn.

James F. Connolly of Danvers, Minn., has accepted a position as grain buyer for the Minnesota-Western Grain Co.

Aaron Domes of Blue Earth, Minn., has been placed in charge of the Plymouth Elevator Co.'s plant at Winnebago.

A. L. Bennett of Union Creek, Iowa, has assumed charge of the Reliance Elevator Co.'s Elevator at Chatsworth, Ia.

Paul Lembke has left Watertown, S. D., to take charge of the Great Western Elevator Co.'s elevator at Florence, S. D.

Captain A. E. Watson of Pickerel Lake will have charge of the Wisconsin Grain & Stock Co.'s business at Webster, S. D.

Albert Halvorson of Kasota, Minn., who has been in charge of the Hubbard & Palmer Elevator, mysteriously disappeared on the night of September 21, and it is feared has met with foul play. He

bears an excellent reputation and is square in his accounts.

M. J. Roelike has opened the Duluth Elevator at Northtown, Minn.

Tim Hurley is now at the McDonald Elevator at Bird Island, Minn.

E. C. Campbell of Hazelton, N. D., has been placed in charge of the Victoria Elevator Co.'s elevator at McKenzie, N. D.

A. Alrick is agent at the Homestead Elevator Co.'s elevator, formerly owned by the Prairie Elevator Co., at Plummer, Minn.

Samuel Gladstone has returned to Salem, S. D., from Howard, to take charge of the elevator Mr. Schimmel has been looking after.

Louis Muller, president of the grain company bearing his name at Baltimore, Md., has returned from a two months' sojourn abroad.

Ed Stockman has returned to Oakland, Minn., from Fort Center, to buy grain for a company which operates three elevators there.

D. Meulenberg of Perkins, Iowa, has been appointed agent at Clara City, Minn., for the Thorpe Elevator Co. in place of Henry Greve.

E. N. Hagel has been engaged as grain buyer for the new Gackle Elevator at Harvey, N. D., and Jacob Fischer will act as his assistant.

Mr. Fox has resigned his position with the Northland Elevator at Gardena, N. D., and has taken charge of Doering & Hirsch's elevator.

John Wood has resigned the management of the Peavey Elevator at Worthington, Minn., after six years of service. W. D. Camery succeeds him.

Harry Wells has resigned his position with the John D. Gruber Co. at Antler, Minn., and will have charge of McCabe Bros.' plant at Boissevain, Man.

Thomas Johnson, formerly with the B. M. Elevator at Burlington, Iowa, has become grain inspector for the Omaha Grain Exchange at Omaha, Neb.

J. J. Beissel of Vermilion has accepted the position of buyer for the Rex Elevator Co. at Hampton, Minn., in the place of Jacob Shuler, who has resigned.

John Moen has succeeded W. G. McNary as manager of the Monarch Elevator at Renville, Minn. Mr. McNary has secured a similar position at Clinton.

Christ Greenland, formerly second man at the Farmers' Elevator of Binford, N. D., has charge of the D. S. B. Johnston Land Co.'s elevator at Marion, N. D.

A. Rasmusson, who has managed the Stewart Elevator at Clearwater, Minn., for the past year, has turned over the management to a Mr. Collins of Minneapolis.

G. A. Berg, recently of Ada, has taken the position of manager of the Red Lake Falls Milling Co.'s elevator at Middle River, Minn., in place of O. H. Peters, resigned.

Clarence Day, formerly with the McDonald Elevator Co. at Hutchinson, Minn., is now in charge of an elevator at Benson, Minn., for the Northwestern Elevator Co.

Oliver Clauson has resigned as buyer at the Canby Mill of Canby, Minn., and taken a similar office with the Mutual Elevator Co. of Porter, Minn., succeeding Mr. Leeland.

J. W. Peterson, who had charge of the Farmers' Elevator in Penn, N. D., last year, will soon take charge of an elevator at Douglass, in the northwestern part of the state.

F. M. Reising has given over the charge of the Atlas Elevator at Laurel, Neb., to I. H. Tussey of Dixon, and returns to Belden to take charge of the company's elevator there.

Peter Winkel succeeds Dan De Beer as manager of the Terwilliger-Dwight Elevator at Sioux Center, Iowa. Mr. De Beers has purchased an elevator with D. Vanderberg at Sioux City, Iowa.

Adolph Bosch, who for fifteen years has been local manager of the Rothschild Grain and Malting Company, at Peoria, Ill., is in Chicago, where he assumes a similar position with the main house in Chicago.

Percy Richards, who has been manager of the Rock Island Elevator at Fort Dodge, Iowa, will take charge of an elevator on the new interurban line from Fort Dodge to Des Moines, located about six miles south of Fort Dodge.

Nothing has been learned of the whereabouts of G. A. Nelson, who had charge of the N. W. Elevator at Walcott, N. D., whose strange disappearance was mentioned in last month's issue. His parents believe he has met with foul play.

John D. Shanahan, chief grain inspector of the Buffalo, N. Y., Exchange, was presented with a beautiful silver tea set by the members of the Exchange prior to his departure for Washington, where he assumes duties in the Department of

Plant Industry. The presentation speech was delivered by F. S. Wyants.

Joe Crandall of Mazeppa, Minn., has gone to Minneiska as grain buyer for the company which employed him at Altura.

G. R. Zickrick, formerly postmaster at Hutchinson, Minn., is now buyer with the Exchange Grain Co., of that place, having succeeded C. V. Olson.

Charles B. Keighley, former manager of Ogilvie's elevator at Treherne, Man., has accepted a position as traveler for the same company. John Ford assumes the position of manager at Treherne.

J. W. Balfour, for years a buyer for the Northwestern Elevator Co. at Osnabrock, and who left Langdon, N. D., last fall to make his home in Oregon, is again buying grain for a commission firm at the new towns through the western part of Cavalier County, N. D.

Detectives are searching for Harry Johnson, who recently appeared at Grand Forks, Minn., flashing a \$2,000 bank roll and giving out the statement to the police of that city that he was the son of a wealthy rancher and the money his share of the season's proceeds from the cattle industry. He professed to be on his way to visit his father, who was alleged to live in Minneapolis, having come from the Montana wheat fields. It turns out the money was accidentally dropped by the agent of the Hennepin Elevator Co. at Nansen, N. D.

Minneapolis is a heavy buyer of Kansas wheat, the receipts of wheat to October 1 being estimated as 20 per cent greater than at same date a year ago.

Bad weather affecting the roads and a shortage of motive power by the railroads are materially reducing wheat receipts at Northwestern primary markets.

Portland, Ore., recently loaded a French ship with 120,000 bushels of wheat in bags at the rate of 40,000 bushels per day. This is said to be a record for speed.

Chief Inspector Powell at Omaha has begun to issue a monthly bulletin, showing the amount of grain imports in that market. This is a marked innovation.

Exports of grain and other farm products from Montreal have about doubled this season; nevertheless a very large proportion of Canadian grain goes out via United States ports.

Shipments of wheat carried to Fort William and Port Arthur, crop of 1905, aggregated 52,125 carloads, or 56,639,361 bushels, of which 77 per cent went via C. P. and 23 per cent via C. W. Ry. Shipments out were 55,509,720 bushels, of which 15,338,449 bushels went to Buffalo, 9,321,015 to Montreal, 8,456,642 bushels to Depot Harbor and the remainder to twelve other ports.

William H. Boys, assistant attorney-general, is said to be slated for chairman of the Railroad and Warehouse Commission to succeed the late James S. Neville of Bloomington, who died in August. He is a resident of Streator, Ill.; was born in Marshall County in 1862; admitted to the bar in 1886, and has since practiced his profession in Streator. He was city attorney for Streator from 1889 to 1891 and mayor from 1891 to 1893.

A North Dakota correspondent of the Commercial Record says that everywhere in that state are to be seen hastily constructed bins in the grain fields for the temporary reception of grain as it comes from the separator. These temporary bins are made necessary on account of the congested condition of the local grain elevators. The more prudent and progressive farmers have already large granaries on their premises or are building them as fast as they are able. Many of these individual storehouses have elevator attachments, and the time is fast coming when nearly every grain grower will have his own little elevator and be in a measure able to take care of his crop, at least temporarily. Thus he will be in a position to go ahead with his necessary fall work, and can market his grain at his own convenience.

Grain markets need more giants—the kind of traders who are not afraid of a few million bushels. Most of the old giants are dead, broke or retired. Twenty-five years ago, says a Chicago philosopher, there were many large traders in many different markets. At that time Chicago had twenty-five traders like Ream, Jones, Singer, Hatch, Armour and Hobbs, who were larger traders than any now. Milwaukee had half a dozen heavy traders—William Young, Ed. Sanderson, Angus Smith, Plan Rinton, etc. Toledo had its Young Bros. and others. St. Louis Mose Fraley and Kaufman. Baltimore its Charlie Roose. New York had Cottrell, Miller and Deacon White. They are all dead, retired or broke and none has come in to fill the gap. George Smith and W. G. Baker are the last conspicuous losses on the Chicago Board. It is fair to presume and is rather apparent that something of the same loss of traders has occurred among the outside non-professional speculators.—King & Co.

FIRES--CASUALTIES

The Farmers' Elevator at Pocahontas, Iowa, burned September 12, at a loss of \$7,000.

The McCaul-Webster Elevator Co.'s lumber yard at Butler, S. D., was burned, October 1.

The William Pollock Mill & Elevator Co. of Mexico, Mo., recently lost heavily by fire.

Major & Bees of Midlothian, Texas, lost their grain warehouse in a fire September 22. It was valued at \$2,500.

One of the bins in H. U. Brownlee's new elevator at Bowdon, N. D., gave way September 13, causing some damage.

A granary on the Reidman farm, near Valley City, N. D., burned down October 2, together with 5,000 bushels of grain.

Fire originating from a spark of a switch engine destroyed one of the Cargill elevators at Augusta, Wis., causing a loss of \$5,000.

Sparks from a locomotive are held to blame for a fire which destroyed an elevator at Silver Lake, Minn., owned by John Pokornoski, on October 1.

The Fox Elevator at Obion, Tenn., was burned down by fire of unknown origin on September 7. The loss approximates \$12,000, on which there was no insurance.

The Block elevator owned by C. H. Carleton at Quanah, Tex., burned September 25, and destroyed 1,000 bushels of grain. The loss is \$4,000, partly covered by insurance.

Thirty thousand bushels of grain were scattered over the ground by the collapse of McKinnon's Elevator at Weyburn, Man., on September 28. The elevator is a total wreck.

As the result of a fire starting from the spark of a switch engine working in the yards, the elevator of the Central Graneries Co. at Ravenna, Neb., was burned early in October.

Reports from Mobile of the recent catastrophe show that Cleveland Bros., wholesale grain dealers and the Dixie Grain Co. were heavy sufferers, their buildings having been badly damaged.

The grain elevator of the Louisville & Nashville Railroad at Pensacola, Fla., reported to have been blown down during the recent hurricane, is still standing but was damaged by the storm.

G. M. Dawes' grain warehouse at Jasper, Tenn., burned down on September 19. Yandell Bros. & Co. had a large amount of flour and grain in storage. The loss is estimated at \$2,500 with \$1,000 insurance.

A fire destroyed the Burlington Elevator, owned by Charles Swartz, at Concordia, Kan., during the night of October 2, and several hundred bushels of grain were consumed. The loss is placed at \$4,000, with \$2,500 insurance.

Fire destroyed the granaries of J. B. Cameron near Bottineau, N. D., the night of October 4, when several thousand bushels of grain, thirteen horses and some machinery were burned. The loss is \$6,000, with \$1,600 insurance.

A fire destroyed the granary of Louis Crisinger at Black River Falls, Wis., when it was struck by lightning September 26. Several hundred bushels of grain were destroyed and the loss reached \$2,500, on which there was \$500 insurance.

Fire destroyed W. A. Whiting's elevator at Washington, Iowa, on September 15, causing a loss estimated at from \$15,000 to \$25,000. The insurance was but \$8,000. Some 2,000 bushels of oats were burned. It is not likely the elevator will be rebuilt.

Because the owners overloaded their elevator, one side of the large Patterson & Nelson building at Osceola, Neb., collapsed October 4, and some 6,000 bushels of grain was spilled onto the ground. Most of it was saved and the loss will be principally upon the elevator.

The H. S. Epps elevator, situated at Jesse Station, north of Metcalf, Ill., burned to the ground the night of September 27, together with 25,000 bushels of oats and some live stock. The loss is \$15,000 and the insurance \$14,000. A spark from a passing engine is believed to have started the fire.

A \$25,000 fire destroyed the grain elevator and two warehouses of John Daman & Co. at Dixon, Iowa, on September 26. It started in the engine room near the chimney, sparks having ignited the woodwork. A bucket brigade worked industriously and though unable to prevent the loss to the grain firm saved much valuable property. The company estimates its damage at about \$25,000. The elevator was well filled with grain. The loss is almost entirely covered, however, by insurance. The company has elevators at New

Liberty and Tipton but did most of its teaming at Dixon. It is not known yet whether it will rebuild or not.

A leak in the wheat bin caused the elevator of the Albion Milling Co. to collapse at Albion, Neb., September 11. The pressure of 16,000 bushels of wheat gradually enlarged the size of the leak until the building fell. Some 6,500 bushels escaped to the outside just in time to be caught in a drenching rain.

The Dalrymple Elevator at Dalrymple, sixteen miles west of Fargo, N. D., containing 30,000 bushels of wheat, was destroyed by fire September 22. The house was a private elevator used to handle the grain of the Bonanza farm operated by Oliver Dalrymple, the largest wheat grower in the state.

Seven cars loaded with shelled corn were demolished in a freight train wreck at Clarence, Ill., September 20. Several members of the train crews were more or less injured. The grain loss will be light, as a wrecking crew from the C. & I. S. railroad loaded the most of it into box cars for reshipment.

Recently the elevator owned by the Bathgate Roller Mill Co. of Bathgate, N. D., came near collapsing. It was filled with wheat and commenced to settle. Heavy props were placed just in time to prevent the building from falling off the foundation and it will be necessary to remove the contents to make repairs.

Fire of unknown origin destroyed the Arkansas and Texas Grain Co.'s warehouse at Texarkana, Ark., on September 20. The loss was \$5,000, half covered by insurance. Manager H. L. Simpson was dozing in his office and was badly burned before he was rescued. The company is controlled by the Stark Grain Co. of Texarkana.

Frank Howe, in charge of N. J. Olsen's elevator at Cooperstown, N. D., was caught in the shafting while oiling the machinery under the elevator September 13, and seriously injured. One leg was broken, his face badly bruised and he had several scalp wounds. All of his clothing was torn off except the neck band of his shirt and shoes and stocking.

The Poughkeepsie Elevator Co. of Poughkeepsie, N. Y., was burned out September 16, at a loss of \$3,000 on the elevator and stock. It was almost fully covered by insurance. Fire was discovered about 1 o'clock in the morning on the platform near the front door and owing to insufficient water pressure burned while the firemen were powerless to check the flames.

Fire destroyed the Monticello Grain Co.'s elevator at Monticello, Ill., about 1:30 o'clock, the morning of September 22. In the elevator there were over 40,000 bushels of oats, corn and wheat, and this was badly damaged by fire and water. The elevator was erected by the Farmers' company about three years ago and with equipment cost \$15,000. The entire loss is \$35,000.

Fire at 2 o'clock the morning of September 14 destroyed the Slade Elevator at Lewiston, Minn., with all of its contents. The origin of the blaze is unknown. The elevator was operated by I. C. Slade of Winona a number of years ago, but it has been controlled by E. J. Minges & Co. for some time. The loss on the building will amount to \$1,000 and the loss on the contents about \$3,500 with insurance of \$2,800.

While John Holes, Sr., his son John Holes, Jr., and William Teller were engaged in tearing down the old Swift-McLane corn elevator at Battle Creek, Mich., recently purchased by the former, the end of the building suddenly toppled over on them. The elder Mr. Holes was taken out of the wreck in an unconscious condition and it was at first feared he was fatally injured. Teller sustained a bad gash upon his shoulder. Fortunately the younger Holes escaped without injury.

The south corner of the ridge of the cupola on the Minneapolis & Northern elevator at Fosston, Minn., was struck by lightning September 25 which carried away a few shingles and went through the roof coming out of the side of the structure about two feet below and following a telephone wire into the ground. Two holes in the side of the building through which the lightning issued can be distinctly seen from the ground, and the grain warehouse experienced a very narrow escape from destruction.

Lightning struck the Stockbridge elevator at Lawrence, Mich., on the night of September 21 and the plant was partly consumed. But for the excellent water system and excellent fire company the elevator and surrounding buildings would have been wholly destroyed. The store-room with a large quantity of beans were saved, but the main building was a wreck, the roof, upper floor and large bins were burned, the bins bursting and letting down 1,900 bushels of wheat and 1,850 bushels of oats and some live stock. The lower story of the elevator was not badly damaged

and probably a total damage to the main building will not exceed one thousand dollars, but the damage to grain and beans will go over \$1,000, which is fully insured.

At Vandalia, Mich., on September 10, an incendiary set fire to the Michigan Central Elevator. He entered the engine room through a window and drew a sprinkler full of kerosene from a tank nearby, which he sprinkled all over the room. He then put a bundle of rags in the sprinkler and, placing it within a foot of a tank containing 40 gallons of gasoline, set it on fire. Henry Trattles, night operator, entered the blazing room in time to see the perpetrator escape through the window. A man named Barks, who lives nearby, arrived almost immediately and at great risk ran through the flames and carried out the sprinkler full of burning rags before the gasoline tank caught fire, and the fire was soon extinguished. Trattles was injured by an explosion and badly burned. Barks was painfully burned. Trattles was overcome and collapsed inside the burning building and had to be carried out.

Heile & Sons' grain elevators at Latonia, Ky., were entirely destroyed by fire September 15, causing a loss of about \$75,000. The fire was of unknown origin and was discovered about 8:30 o'clock in the morning by Superintendent Gastrite. It started in near the center of the building and was seen too late to save any valuables, while the employees were compelled to run for their lives. William Seirvin was forced to jump from a second-story window. The elevator held 40,000 bushels of oats, 12,000 bushels of wheat, 10,000 bushels of corn, 12,000 bushels of rye, 30 carloads of hay and straw, 4 carloads of mill feed. Although the elevators were still known as the Heile Elevators, the property belonged to the Cincinnati Grain Co., with the exception of a small portion of stock which Heile retained. The Latonia firemen were unable to fight the flames, as the water pressure was sufficient to throw a stream only 10 feet.

FOREIGN NEWS

In Australia timely rains have saved and improved the wheat crop prospects.

The record cargo at Leith, Scotland, was 120,000 bushels of wheat, unloaded on August 17.

The Mexican corn and wheat crops are both inadequate, and a reduction of duties is expected.

Scotland expects easy prices on barley meal for cattle this season, Russia and Roumania having fair crops of feed barley.

The legislature of New South Wales has adopted a resolution limiting the weight of grain and other bagged stuff to 150 pounds. The federal law says 100 pounds.

The Argentine Minister of Agriculture estimates the area planted to wheat, to mature next December-January, at 14,820,000 acres; to corn, 7,410,000 acres; flax seed, 2,717,000 acres.

The wheat acreage of New South Wales has steadily increased from 596,684 acres in 1896 to 1,939,447 acres. The total and average yields, however, have not regularly increased, although the figures for 1906 are proportional to the increase of acreage, to wit, 20,737,200 bushels for the total, and 10.7 bushels per acre in 1906 against 8.7 in 1896. Meantime the largest yield (27,334,141 bushels) and average (17.5 bushels) was in 1904 from 1,561,111 acres.

At a conference of representatives of various corn trade and millers' associations and sellers of Indian wheats, at London on September 18, the question of impurities in Indian wheats was discussed at length, and a resolution was adopted to the effect, "That in the future Indian wheats shall be sold on a basis of purity as regards dirt, and that a sub-committee be appointed to draw up a form of contract which will embody the views of shippers and millers as expressed at said meeting." It appeared from the discussion that Kurrachee wheat leaves the thrashing floor with not to exceed 1 to 1½ per cent of dirt, but has been arriving in England with 4 to 7 per cent. Indeed, the standard has been steadily declining for the past 15 years, due entirely, sellers as-lived. It is probable that the amount of dirt sampling and estimating the quantity of dirt deserted, to the contract terms and methods of hereafter will be determined by taking a definite number of sacks of the wheat, based on the amount of the shipment, which bags shall be taken to the sellers' warehouse and there weighed and cleaned, the amount of dirt removed to be the basis of computation for the whole shipment. In case of difference the parties may appeal to the London or to the Liverpool Corn Trade Association, which shall analyze the separations.

HAY AND STRAW

Wisconsin's most valuable crop is hay. Hay is worth \$7.50 to \$8 a ton at Fargo, N. D. Hay is selling at \$15 a ton at Logansport, Ind. Alfalfa is said to be a good product for Virginia soil.

The Nebraska Hay & Grain Co. succeeds Rudolph Beal at Omaha, Neb.

The hay crop around Hickman, Ky., is not good and is scarce, but the pea hay is plentiful.

A large amount of hay near Bruce, S. D., was spoiled by late rains, before it was stacked.

Thousands of dollars' worth of hay has been ruined by torrential rains around Athens, Ala.

Modoc County, California, has its largest hay crop this year. It has been selling at \$6 a ton.

An ordinance will be presented to the Minneapolis (Minn.) city council to regulate weighing of hay.

At Burnside, Ky., the Burnside Hay & Grain Co. has been organized with S. B. Penny as manager.

The alfalfa meal plant at Nampa, Idaho, is turning out 20 tons of meal daily and is paying \$6 a ton for the hay delivered.

George W. Cowan, an old timer in the Milk River district of Montana, says the hay crop is double that of last year.

American hay buyers have been at work in Canada, one order of 100 carloads being given at Montreal on September 14.

The Bucyrus Grain & Hay Co. has been organized at Bucyrus, Ohio, by John J. Van Sickle, J. M. Smith and C. W. Fitzer.

Owing to the scarcity of hay and the poor quality of straw corn fodder is being used in the vicinity of Charlestown, Minn.

Fire destroyed a shed with 40 tons of hay owned by S. Andrist of Berne, Minn., on September 22, when it was struck by lightning. The loss is 2,000.

The total export of hay for the years ending June 30, 1903-4-5, were valued at \$828,483, \$1,052,705 and \$1,089,505, a total of 178,000 tons during the term.

A. R. Heath, a farmer living near Covington, Ind., has been experimenting with alfalfa and will soon harvest his third crop for this season, from the same field.

The scarcity of hay in the country has had its effect on Kalamazoo, Mich., and the heavy demand for the article is forcing up the price in that city, which is now \$14 per ton.

Philadelphia members of the Retail Feed Dealers' Association are urging the Pennsylvania road to re-establish a distributing station for carload lots of hay at Federal Street and Delaware Avenue.

A fire in the warehouse of the Virginia Produce Co. of Virginia, Minn., on September 21, burned up \$1,425 worth of hay, oats and ground feed, besides badly damaging the building. The latter will be repaired at once.

The Alfalfa Meal Co. has secured a site for its new \$70,000 plant at Council Bluffs, Iowa, where it is now occupying temporary quarters. Work will be started at once on the foundation, but probably will not go far until spring.

George W. Crampton, Jr., who has been associated with Hosmer, Robinson & Co., hay dealers of Boston, Mass., for the past twenty years, has been admitted as a partner in the firm, the style of which will remain unchanged.

R. P. Lathrop of the Lathrop Hay Co., Hollister, Cal., estimates the year's crop of hay in Hollister Valley at 30,000 tons. About 3,000 tons were damaged by the spring rains. The Hollister dealers have large stocks in their warehouses.

The third crop of alfalfa hay has been cut and stacked in the Payette Valley of Idaho and some 2,000 tons have already been picked up at \$5 a ton. The shortage of water in the Boise Valley made a shortage of hay there and the average price is \$6, while double that amount is paid for baled hay.

The Montreal Trade Bulletin says of the Canadian hay farmers: "If they have harvested a shorter crop than in 1905 the chances are that they will receive fully as much for it if not more. Already the price of hay has advanced \$3 to \$3.50 per ton from the lowest point this year, and higher prices are looked for later on. As high as \$10 has been paid in the country for good No. 2 hay. A farmer was bid \$11.50 per ton for 200 tons of choice timothy f. o. b. Farmers in different parts

of the country are buying hay in this market for their stock, owing to scarcity."

The import of Canadian hay into the United States for the years ending June 30, 1903-4-5, was 292,966, 114,262 and 46,186 tons, valued at \$2,236,009, \$913,880 and \$359,100 respectively. From all other countries 304 tons, valued at \$3,477. The import of straw during 1904-5 was 1,950 tons, valued at \$32,490.

Shipments of hay in carload lots from Waverly and Fairfield, Wash., to Spokane, will be charged for at the rate of five cents a hundred pounds hereafter, a reduction of over 50 per cent. The rate from Fairfield has previously been seven and one-half cents, and from Waverly it was eight and one-half cents. The new rate adds but \$1 a ton at Spokane to the price at the point of shipment.

Orange Judd Farmer, which has been following the hay crop carefully through the year, says the average yield per acre is 1.36 tons. The total crop as reported September 22 is 52,879,500 tons, against 58,330,000 tons last year, which is the smallest aggregate crop for a number of years. The crop in the East is better than in the West, comparatively. The supply of good feed this year is insufficient and high prices for good hay can be expected.

Complaints have been reaching the State Experiment Station at Fort Collins, Colo., that some unknown disease was working havoc with the alfalfa fields. The seat of the new pest seems to be confined to the western slope. The root of the alfalfa stalk decays and causes the death of the plant. From specimens now in possession of the experiment station officers it is thought the pest is a bacterial disease that works on the crown and root of the alfalfa. The damage ranges from 10 to 40 per cent and in some instances has been mistaken for winterkill. Prof. Wendell Paddock, the botanist at Fort Collins, who has charge of all plant disease investigations, has returned from a tour of La Plata and Montezuma counties. Some of the fields in this section have been infected. Professor Paddock thinks the reports of damage exaggerated and hopes to be able to apply preventative measures within a short time.

T. D. Randall & Co., Chicago, report October 12: Offerings of timothy hay, as well as the better grades of prairie, are extremely light, total arrivals for to-day were only 29 cars. Demand is active and will undoubtedly continue so. Scarcity of cars, which is getting more serious every day, will undoubtedly regulate market to a large extent from now on, and we cannot urge you too strongly to make a special effort to have hay with us in the near future. Choice timothy is quotable at \$16 to \$16.50 per ton, with an occasional car selling up to \$17. No. 1, \$14.50 to \$15.50. No. 2, \$13 to \$14. Light mixtures, \$12.50 to \$13.50. Heavy mixtures and low grade hay, \$10 to \$12. Rye straw is firm at \$8 to \$8.50. Oat and wheat straw, \$6.50 to \$7 per ton. Illinois, Indiana and Wisconsin feeding prairie hay, \$8.50 to \$9.50 per ton. Packing hay, \$7 to \$7.50. Iowa, Minnesota, Nebraska and Arkansas prairie hay, choice \$12 to \$12.50. No. 1, \$10.50 to \$11.50. Lower grades, \$9 to \$10. Kansas and Indian Territory prairie hay is firm, choice selling at \$13.50 to \$14 per ton. No. 1, \$12 to \$13. No. 2, \$10.50 to \$11.50. Lower grades, \$7 to \$10.

Freeman Bros. & Co., Chicago, say October 12: Timothy—Market strong and higher under limited offerings. Railroad yards are fast cleaning up and we think this advance will be well sustained. Current prices are near the highest that have ruled on the new crop. We sold choice timothy to-day at \$16.50 and we are satisfied that it's to your advantage to get en route as quickly as is possible any and all grades, for all kinds are in sharp demand—the lower qualities—sound hay selling exceptionally well and at big prices. Make urgent and repeated demands of your railroad agent for cars, as it is only by your being persistent that you will get them. Prairie—In harmony with tame hay market for wild is improving, but no change in prices can be noted. The offerings of wild consist principally of off-colored and poor Kansas and I. T., which are moving slowly, the nice bright western prairie is firm and in request. Good Indiana, Illinois, Wisconsin is also wanted, and for packing hay there is good inquiry. Straw—Offerings moderate and some betterment in market's condition can be advised. We look for low prices during the winter and for this reason would urge the early shipment of all possible. If you are finding any difficulty in getting cars now, we wish to say that you will experience still greater trouble getting them during the winter and spring, for within a month the corn crop will begin to move—the largest crop ever raised—and railroads will not have equipment to furnish for the shipment of hay. You will be compelled to hold your hay probably contrary to your wishes. You will be a gainer by shipping now while you can get cars and while you can utilize good markets. Ship. Ship. Ship.

The total area devoted to hay this year, as finally estimated from local returns from Orange Judd Farmer correspondents, is 38,897,000 acres, the average rate of yield 1.36 tons per acre and total crop of 52,897,000 tons. The showing in detail by states is as follows:

	Acres.	Per Acre.	Tons.
New England	3,950,000	1.75	6,912,500
New York	5,150,000	1.50	7,725,000
Pennsylvania	3,200,000	1.40	4,480,000
Texas	420,000	1.40	588,000
Arkansas	83,000	1.70	141,000
Tennessee	378,000	1.50	567,000
West Virginia	501,000	1.35	676,000
Kentucky	361,000	1.33	480,000
Ohio	2,446,000	1.26	3,082,000
Michigan	2,057,000	1.13	2,324,000
Indiana	1,608,000	1.	1,608,000
Illinois	2,449,000	0.85	2,082,000
Wisconsin	1,861,000	1.40	2,605,000
Minnesota	867,000	1.67	1,448,000
Iowa	2,915,000	1.33	3,877,000
Missouri	2,370,000	0.95	2,252,000
Kansas	2,025,000	1.10	2,228,000
Nebraska	567,000	1.35	765,000
North Dakota	139,000	1.45	202,000
South Dakota	194,000	1.40	272,000
California	641,000	1.35	865,000
Oregon	347,000	2.50	868,000
Washington	357,000	2.40	857,000
Oklahoma	244,000	1.40	342,000
Other	3,767,000	1.50	5,651,000
Total	38,897,000	1.36	52,897,500
1905	40,306,000	1.45	58,330,000
1904	40,098,000	1.45	58,164,000
1903	40,037,000	1.44	57,806,000

RATE LAWS MAY REVOLUTIONIZE THE GRAIN AND HAY TRADES

That the operation of the new railroad rate law is going to cause a readjustment of the distribution of business among the grain markets of the West, and that in this readjustment there will develop a number of new centers in this trade to detract from the importance of Chicago, Minneapolis and the other established markets, is the impression of members of the Interstate Commerce Commission.

This idea was frankly advanced to-day by Commissioner Clements, following his return from Chicago, where, with other commissioners, he was looking into the elevator and grain business, along with other matters. That the Missouri River cities will become much more important grain markets was indicated as the probable outcome. Commissioner Clements told of the various forms in which allowances have been made by the railroads to favored grain buying concerns, and declared it was the policy of the commission and the intent of the law to stop every form of such discrimination.

"All the different features of special consideration and favoritism, under the present method," he said, "seem to have aimed at the maintenance of the supremacy of the old established grain markets. When those methods of favoritism to a few localities are done away with, the business will fall into a new channel. Points nearer to where the grain is produced will have a larger and larger share of the business. It is going to be possible to reduce the charges for grain hauling to a plain, simple single rate that will include haulage, elevation, cleaning, switching—every possible form of charge; the railroad will have to do them all, and cover the expense of all in the one rate.

"When that comes about there will be some redistribution of grain business among the western cities. Those on the Missouri River, of course, will come in for a much greater share than they now get. It is better in every way that this business should be divided among a larger number of markets, and it is going to be."

About October 15 the Commission, Judge Clements said, will get down to business on the elevator investigation under the La Follette resolution. So far as it has gone it has been convinced that there is plenty of richness ahead.

"The railroads are finally going to be forced to take over all elevators," he said, "and own and operate them and charge for their services in the carriage rate. A grain elevator will be to the grain business just what a freight depot is to freight—no more, no less."—Washington Telegram.

Millers at Atchison, Kan., are reported as refusing to handle Red Oregon wheat, a small amount of which is raised in Atchison County. It is neither a hard nor a soft wheat, but a mongrel variety, fit only to be shipped out, for which it is bought at a discount. Grain buyers are taking the same position as the millers. They don't want it, and are discouraging its planting.

BARLEY AND MALT

The malthouse of the Badger State Malt & Grain Co. of Chicago, burned at Waterloo, Wis., on October 3. The loss is estimated at \$50,000.

It is estimated that out of a total output of 700,000 bushels of barley raised in Columbia County, Washington, this season, 80,000 to 100,000 sacks have been sold at 75 to 80 cents a hundred.

Dudley M. Irwin, the barley man of Buffalo, N. Y., has taken out a membership in the Produce Exchange of New York city, and has opened an office in the building. Mr. Wm. H. Oates will be in charge of the New York office.

Barley men in the Northwest are disappointed because the quality is poor. "The number of bushels is there," said Stephen Dalton, a prominent barley man, "but the continued rains have upset everything. It is highly colored, and the bushels for malting purposes are daily growing less and less. There will be 20,000,000 bushels of barley this year in the Northwest, but the major part of it will have to be sold as feed barley. The difference in price of feed barley and barley for malting purposes is so great that this will mean an enormous loss to the farmer."

It is reported that the pool organized a few weeks ago by the barley growers of Columbia County, Wash., is becoming larger. Its holdings have reached about 150,000 sacks, as against 123,000 sacks pooled last year. Its members expected to increase its holdings to 200,000 sacks of brewing barley, the entire crop this year in the county. It is asking a dollar a cental for its first-class barley. Money will be borrowed on the grain to buy the holding of any member that wishes to withdraw from the pool for independent sale. The local banks will meet all demands for that purpose at the lowest possible rate of interest. Of the 900,000 sacks grown this year in Columbia County, only about 200,000 sacks are brewing barley, some estimates being as low as 100,000 sacks; while of the 750,000 sacks raised last year in the county, about 600,000 sacks, some estimates being as low as 500,000 sacks, were brewing barley.

IMPORTS AND EXPORTS.

Following are the stated imports and exports of barley and barley malt for the month of August, 1906, and for the eight months ending August, 1906, compared with same periods of 1905:

	1906.	1905.
Imports—		
Barley—August, bushels.....	175	67
Value	\$134	\$47
Eight months, bushels.....	2,515	16,264
Value	\$1,540	\$8,230
Exports—		
Barley—August, bushels	516,198	668,003
Value	\$271,749	\$331,485
Eight months, bushels.....	9,230,766	5,627,184
Value	\$4,512,073	\$2,940,786
Malt—August, bushels	41,904	47,222
Value	\$28,032	\$77,107
Eight months, bushels ..	538,914	356,415
Value	\$367,142	\$245,130

EXPERIMENTS IN DRYING BARLEY.

The results of certain experiments have led Kiessling to conclude that the drying effect on barley increases but slowly as the influence of the heat is prolonged, though it does so more rapidly as the temperature is raised. The fact that a certain proportion of moisture is concerned in the organic structure of the grain and is not merely in physical combination explains the retarded expulsion of water and the impossibility of extracting the whole, even when live corns are dried in presence of sulphuric acid. All artificial methods of drying diminish the germinative energy; the height of the temperature has a more injurious effect than prolonged exposure, and less harm is done by a gradual rise in temperature than by prolonging the exposure to a given degree of heat. Drying for an hour at 98 degrees C. will practically destroy the germinative power, whereas only slight injury is caused by 74 degrees C. Germination is no longer normal when the corns have been strongly heated, the acrospire frequently appearing first and the rootlets turning brown and dying off.

Barley has a low germinative energy immediately after gathering, no matter what condition of ripeness it has attained before cutting; but the conditions improve daily during storage. At the end of about two months the maximum germinative energy is attained; and by the end of five months, no difference, due to the influence of various stages of ripeness on the germinating power, is perceptible. The maturing of the grain and the germinating power are improved by leaving the corn in the ear, whilst early thrashing is disadvantage-

ous in this respect, the germinating power being at its best when the corn has been left in the rick for several months until properly sweated. This power may also be increased by drying damp and imperfectly matured samples at suitable rising temperatures, though this treatment is not so beneficial as the gradual maturing of the grain in store, and entails great care in performance, to avoid injury.—Zeitschrift gesammte Brauwesen.

ALCOHOL INVESTIGATION.

The Department of Agriculture has been making investigations at Hoopeston, Ill., and has proved that alcohol in paying quantities can be produced at small cost from corn cobs, which have heretofore gone to waste, and that a distilling plant can be operated in connection with corn canneries. The Department sent two chemists to Hoopeston to make experiments at a large cannery there, who have succeeded by simple methods of fermentation in getting a yield of eleven gallons of alcohol from a ton of green cobs, and by similar methods in getting six gallons from a ton of green cornstalks. Regarding the experiments, one of the scientists of the Department says:

"At different times during the past twenty years, the Department has conducted experiments along the same line, but with common field cornstalks. These tests show there are 240 pounds of fermentable substance in a ton of green field cornstalks, which will yield about half their weight in absolute alcohol. In round numbers, a ton of stalks will yield 100 pounds of alcohol or 200 pounds of proof spirits. As a gallon of alcohol weighs nearly seven pounds, there should be 15 gallons of alcohol to a ton of stalks."

Not only are the cobs a waste product, but the irregular and spoiled ears of corn as well. The addition of corn on the cob increases the possible alcohol obtainable from a ton of cobs, and will have its influence in bringing the quantity to a greater figure. What the expense of attaching a distilling plant to a packing house would be has not yet been determined, but the actual expense of distilling the alcohol from corn cobs should not be greater than 3 cents a gallon. As the cobs are now a waste product and an expense to dispose of, the cost of the raw material should not be great. The same possibilities should lie in the use of tomato parings, pea hulls, banana rinds and refuse of many other vegetables.

In the reports just received from Commissioner of Internal Revenue Yerkes and Representative Hill of Connecticut, who recently went abroad to examine the conditions under which denatured alcohol was used, it is said that the use of denatured alcohol as a fuel has not yet been fully developed. Although alcohol has only about half the heating power of kerosene or gasoline, gallon for gallon, it has many valuable properties which may enable it to compete successfully, in spite of its lower fuel value. In the first place, it is safer; alcohol has the tendency to heat the surrounding vapors and produce currents of hot gases which are not usually brought to high enough temperatures to influence articles at a distance. It can easily be diluted more than one-half with water, and then ceases to be inflammable. Hence it may be readily extinguished; while burning gasoline, by floating on the water, spreads its flame when water is applied. Although alcohol has a far less heating capacity than gasoline, the best experts believe it will develop a much higher percentage of efficiency in motors. Since gasoline represents only about 2 per cent of the petroleum which is refined, its supply is limited, and its price must constantly rise in view of the enormous demand for automobiles and gasoline engines, and this will open a great opportunity for denatured alcohol. Alcohol is now used in Germany in small portable lamps. The expense of alcohol is only about two-thirds as much per candlepower as kerosene. Even at 25 or 30 cents a gallon, denatured alcohol can successfully compete with kerosene as a means of lighting.

The first effect of free alcohol will be, it is said, to supplant the 12,000,000 gallons of wood alcohol which are used in the manufacture of paints, varnishes, shellacs and for other purposes. Another use expected of denatured alcohol is in the manufacture of dyestuffs and chemicals, which cannot now be manufactured commercially in this country because of the high cost of alcohol, and which are imported largely from Europe. A rapid development of the industry of manufacturing chemicals as a result of free alcohol is looked for. In the production of alcohol there is always formed, as a by-product, a certain amount of fusel oil, which is very useful in manufacturing lacquers which are used on metallic substances, fine hardware, gas fixtures and similar articles. The industries manufacturing these wares will receive a great stimulus as a result of cheaper fusel oil, caused by the increased production of alcohol.—Country Gentleman.

TRANSPORTATION

Announcement has been made to the effect that the Soo line will be extended to Seattle, Wash.

A board of arbitration to settle disputes between the railroads and members of Chicago Board of Trade is being planned by interested persons.

The St. Paul & Des Moines Road expected to complete its extension to Hampton, Iowa, and supply the new town of Bradford with transportation early in October.

Already ten charters of grain carriers have been made by Balfour-Guthrie & Co. at Seattle, Wash., which is greatly in excess of the number at the same time last year.

Grain carriers for early loading are in general demand at ports at the head of Lake Superior and offers of 2¾ cents to Buffalo which were made freely during early October did not bring out any tonnage.

It is estimated that 7,000 loaded cars of grain are standing on sidings in North Dakota, waiting engines to draw them out. The Great Northern has borrowed twenty locomotives, and is handling between 400 and 500 cars a day.

New wheat is arriving at Ft. William and Port Arthur, Ont., at present at an approximate rate of 250 cars a day, as compared with 160 cars a year ago. It is estimated 40,000,000 bushels of grain will have gone forward before the close of navigation.

Because the Soo Railroad Co. believes it will have 5,000,000 bushels of grain to haul out of the territory its new line from Garrison to Max, N. D., will open up the work is being pushed. It is certain the work will be completed as far as Plaza this fall.

It is announced unofficially that the Great Northern is to have another line across central North Dakota, starting at Ayr and proceeding in a westerly direction through Willow Lake County, cross the Cheyenne and strike the Cooperstown branch of the Soo somewhere between Cooperstown and Rogers. From that point it will parallel the Soo main line to Minot.

On account of a grain blockade at Galveston, Texas, the Atchison, Topeka & Santa Fe was compelled to place a temporary embargo on grain shipments on September 17. The reduction in wharf charges for grain is one factor which caused an unusual rush of grain to Galveston, the elimination of elevation charges from the freight charges after September 10, as required by the Hepburn law, is another factor which has prompted the grain-producing section to hasten shipments. A scarcity of vessels has added to the troubles.

Through the efforts of the Buffalo Commercial Exchange and President Baer of the Reading Railroad a regular movement of grain between Buffalo and Philadelphia has been arranged. Mr. Baer promised to place 100 cars in service at once, and though the Lehigh Valley Railroad has not formally declared it will assign cars for the grain men, such an arrangement is virtually assured. Its number will be from 150 to 200 cars. The Pennsylvania Railroad is also evincing an intention to take care of its share of the ex-lake grain trade to Philadelphia and has already provided a number of cars.

DENATURIZED ALCOHOL.

The Agricultural Department is at work investigating the problem of distilling alcohol from sweet corn cobs. The experiments which the department is making at Hoopeston, Ill., have proved that the large quantities of corn cobs which heretofore have gone to waste can be converted into alcohol in sufficient quantities to justify the erection of a distilling plant in connection with a corn cannery. A report from one of the government experts says:

"At different times during the past twenty-five years the department has conducted experiments along the same line, but with common field corn stalks. These tests show that there are 240 pounds of fermentable substance in a ton of green field corn stalks, which will yield about half of their weight in absolute alcohol. In round numbers, a ton of stalks will produce 100 pounds of alcohol, or 200 pounds of proof spirits. As a gallon of alcohol weighs nearly seven pounds, there should be fifteen gallons of alcohol in a ton of stalks."

"Not only are the cobs a waste product, but the irregular and spoiled ears of corn as well. The addition of the corn on the cob adds further to the possibilities of alcohol obtainable from a ton of cobs, and will have its influence in bringing the quantity to a greater figure."

CROP REPORTS

An estimate of 235,000,000 bushels has been made for the corn crop of Kansas.

Kentucky's oat crop is but three-fourths of the one of last year. Rye is also a smaller crop.

Doane Robinson estimates the South Dakota wheat crop at 39,384,275 bushels, of which 1,417,185 bushels are durum wheat.

Wheat sowing in the vicinity of Columbus, Ind., has been about completed. On account of the large crop this year there is a much larger acreage planted this fall than usual.

State Inspector Arrasmith estimates the Washington wheat yield this season at 27,000,000 bushels. This will be approximately 5,000,000 bushels less than the yield of last season.

The Ohio Department of Agriculture gives its October estimate as follows: Wheat 42,729,037 bushels; oats, 46,164,767 bushels; barley, 493,381 bushels; rye, 849,860 bushels; corn prospect, 104 per cent.

According to the final estimate of the Iowa Grain Dealers' Association the crops of that state summarized are as follows: Corn, 398,000,000 bushels; winter wheat, 1,500,000 bushels; spring wheat, 3,000,000 bushels; oats, 147,000,000 bushels; rye, 1,500,000 bushels; barley, 14,000,000 bushels; flax, 185,000 bushels.

The Commercial West of Minneapolis, under date of September 22, holds to its estimate of 230,000,000 bushels of wheat for the three states of the Northwest despite the damage done by storms after the estimate was made. Minnesota will not come up to the average set, but North Dakota is running far above the estimated figures.

Deputy Minister of Agriculture George Harcourt, of Alberta, Can., says in his last report that the principal feature of the crop situation is the improved condition of the winter wheat crop, which does not appear to have been damaged to so great an extent as previously reported. It is estimated 541,481 acres are under crop this year, as against 415,917 acres in 1905.

H. V. Jones and John Inglis, well-known crop experts of Minneapolis, have issued a joint estimate of the corn crop of the country totaling 3,011,000,000 bushels. Both have recently returned from a trip through the corn states and feel this is a conservative estimate. They found a perfect stand, few empty stalks and large and perfectly filled ears. No previous year has equaled it.

The crop estimating bureau of the United States Agricultural Department has made its final report (issued October 10) in part, as follows:

	Bu., 1906.	Final, 1905.
Corn	2,754,000,000	2,707,993,000
Winter wheat	492,434,000	428,000,000
Spring wheat	246,449,000	265,000,000
Total wheat	739,883,000	693,000,000
Oats	863,000,000	953,000,000
Rye	29,000,000	27,616,000
Barley	148,000,000	136,260,000

The condition of corn on October 1 was 90.1, as compared to 90.2 last month, 89.2 on October 1, 1905; 83.9 at the corresponding date in 1904, and a ten-year average of 79.6. The following table shows for each of the twenty-five principal corn states the condition on October 1 in each of the last three years, and that on September 1, 1906, with the ten-year average:

States.	Oct. 1, 1906.	Sept. 1, 1906.	Oct. 1, 1905.	Oct. 1, 1904.	Ten years.
Illinois	87	88	96	86	85
Iowa	97	95	90	86	82
Nebraska	90	87	95	90	78
Kansas	85	86	87	68	63
Texas	76	77	76	84	70
Missouri	90	87	94	76	79
Indiana	96	95	99	80	87
Georgia	89	91	86	87	81
Kentucky	99	100	95	84	81
Tennessee	94	97	84	87	77
Ohio	99	99	91	87	85
Alabama	88	93	84	92	78
North Carolina	84	85	83	93	82
Arkansas	93	97	79	84	74
Mississippi	88	92	71	90	75
Indian Territory	93	95	93	91	85
Oklahoma	95	95	83	85	68
South Carolina	81	84	75	90	78
Virginia	92	91	97	84	87
South Dakota	93	91	95	83	82
Minnesota	95	92	95	79	85
Wisconsin	98	95	96	80	87
Pennsylvania	95	96	96	83	86
Louisiana	84	85	69	86	79
Michigan	95	93	89	72	84
United States	90.1	90.2	89.2	83.9	79.6

The preliminary returns of the government indicate an oats crop of about 863,000,000 bushels, compared to an indicated crop last month of 796,000,000 bushels, the average yield being 31.5 bushels per acre as compared to 34.0 bushels as the final estimate in 1905, 32.1 bushels in 1904, and a ten-year average of 29.6 bushels. The preliminary estimate

of yield per acre of barley is 28.3 bushels, against 26.8 bushels as the final estimate in 1905, 27.2 in 1904. The preliminary estimate of the yield per acre of rye is 17 bushels, against 16.5 bushels as the final estimate in 1905.

Secretary of Agriculture of the Territory of Oklahoma McCabe estimated the increase in corn acreage at 35 per cent over last year. The average yield, he said, will be fifty bushels, or a total of 125,000,000 bushels. If this should hold good also throughout Indian Territory, with an acreage of 2,000,000, it will give an even 100,000,000 bushels. This would be more than double the yield of last year for the two territories.

STANDS FOR THE LAW.

At the hearing by the Commerce Commission at Chicago on September 19 on the question of an interpretation of the Hepburn law, on an appeal by several railroads for modification of the literal interpretation of the law which requires 30 days' notice before change can be made in export or import rates, Capt. Geo. J. Grammer, traffic vice-president of the New York Central Lines west of Buffalo, said:

"Out of the most discriminative, as well as destructive, methods of making rates that has been practiced in the past has been by using the subterfuge of export and import rates. Frequently a shipper, with an understanding with the carriers, has offered property for sale at less than current price, plus the published rate, and, when placed, the carriers would issue a tariff under the three days' notice reducing the rate, to supply that specific shipment alone, thereby favoring the special shipper at the expense of all other shippers of the same class of property."

In regard to shipments of inland and export grain, Captain Grammer declared there is a great discrimination. One shipper, he said, might ship two consignments of grain of a similar class to New York. One consignment is for export and the other for consumption at New York. He gets a lower rate on the grain to be exported than that on the other, he said. The grain is then all dumped into one bin in New York, and no one is able to say whether that shipped under the low rate is exported or sold domestic.

"This has been a frequent practice," said Captain Grammer, referring to the grain shipments. "Grain billed to the seaboard at the export rate has been forwarded from one coast point, via another coast point, to the interior—notably grain from New York and Baltimore via Savannah, to Southern points—and from Boston to the northern coast of Maine, etc., which is not contemplated by the inland export rate, export rates being made to apply on shipments destined to foreign countries."

"I seriously think the practice of making a lower rate on export property than is made on domestic property should not be done, thereby removing this source of manipulation, which should be made effective as soon as practicable."

"I am unqualifiedly in favor of the Commission ruling that the domestic rate from all ports of entry should apply on import shipments, this regardless of inland destination. The present methods have been a very great source of discrimination against the importer at the port of entry, and in addition such rates have been manipulated by various methods, so that a large per cent of the domestic property has been handled at this reduced import rate."

"This has been true, whether by connivance or consent of the carriers, or otherwise, and I question whether it is possible, in all instances, to prevent it."

"It is hoped that the Commission will insist on the thirty-day rule of changing both export and import rates, as well as domestic rates. A rule of this character will remove such sources of disturbance and discrimination as have been practiced for years, and it would be valuable to the general public. It is our belief that the necessity for the present Hepburn law has been more the result of irregular practices growing out of manipulation of import and export traffic than any other cause, and now that the law is in effect it is hoped it will be given a full and fair trial before any modifications are made. That is the platform we stand on, gentlemen."

General Freight Agent Rhett of the Illinois Central Railroad said:

"Our company has spent a large sum developing an export and importing business through New Orleans, and to require us to give thirty days' notice of any change in rates would be a great hardship. The interpretation of this provision of the statute is of vital importance to us. Any change from the present arrangement will be detrimental to our interests. Our rates must necessarily be less from inland points to New Orleans than from the same points to New York. The greater the percentage of rail haul the greater the opportunity there is for manipulation. We cannot hold our export and importing business if we

are required to apply the domestic rates to foreign shipments.

"The domestic rate from Champaign, Ill., to New Orleans is 16 cents, while our export rate is 10 cents. We are obliged to meet the competition of the Canadian railroads and ships in all shipments to Europe. Any change in the system made which does not include the Canadian ports will discriminate against the railroad I represent. I will admit that our import rates are figured on the wrong basis, and are too low. This is the result of unwise competition."

"How will you be able to reconcile the general body of shippers to a condition which permits you to charge a domestic rate of 31 cents from Kansas City to Galveston and a 16-cent rate between the same points?" inquired President Knapp.

"We can show that our domestic rate is reasonable and that our export rate is a necessity," replied Mr. Rhett.

General Freight Agent Smyth of the Kansas City & Southern Railroad opposed the new thirty-day provision in the new law and said that three to five days' notice would be sufficient. He explained that his company transported most of its foreign shipments through Port Arthur, Texas, and that emergencies often arose which made a sudden adjustment of rates necessary in order to give ships full cargoes before the day set for their sailing.

THE CO-OPERATIVES

The Farmers' Elevator Co. at Devil's Lake, N. D., is in debt over \$5,000, but is still doing business.

The Aneta Farmers' Elevator Co., Aneta, N. D., is nearly \$7,000 in debt, due to commission houses in Minneapolis and Duluth.

At a recent meeting of the board of directors of the Farmers' Elevator Co. at Gibson, Ill., it was voted that hereafter no grain will be purchased from persons not shareholders in the company.

The Shannon Grain Co., Shannon, Ill., is in trouble, its checks having been thrown out at the Shannon bank on account of lack of funds. It appears that about September 15 the manager of the company removed all of the firm's money and disappeared. The loss will be quite heavy. A committee appointed began investigating and reported that the company expects to be able to pay about 75 cents on the dollar from the grain that was stored by the farmers. But other shortages will amount to several thousand dollars for grain and stock bought and not paid for, together with the amount lost in cash loans to the firm.

The Farmers' Elevator Co. at Barnum, Iowa, was reported in trouble on September 21. The Bank of Barnum refused to cash the checks of the institution and investigation revealed the fact that the company had an overdraft of \$1,300 at the bank, owed borrowed money to the extent of \$5,500 and had on hand only about 8,000 bushels of oats. The directors of the institution met and made arrangements to fix matters up, but nothing was done until September 20, when they met again, and it is supposed that satisfactory arrangements were made to tide the elevator over the difficulty. The company has ample funds among its stockholders to pay every dollar of indebtedness and continue business, hence the newspapers say "no great alarm is felt over the flurry."

ARMOUR WON'T TAKE IT.



Papers this week tell of Armour & Co. refusing to take 3,000,000 wheat that Valentine bought, giving as a reason that they don't want the public to think they are buying. Other houses, however, took the three millions and now the crowd is trying to figure what will become of it.—Zahm's Letter, October 6.

The O. R. & N. Co. having refused to make a joint rate on wheat, the farmers, in every case where it is possible, are delivering their grain to rival carriers, and a good boating business on Columbia River has been revived.

LATE PATENTS

Issued on September 11, 1906.

Weighing and Bagging Machine.—Roy G. Scott, McGregor, Ind. Filed September 8, 1905. No. 830,932. See cut.

Portable Grain Spout for Elevators.—George W. Baier and Christian D. Baier, Cissna Park, Ill. Filed January 20, 1906. No. 830,957. See cut.

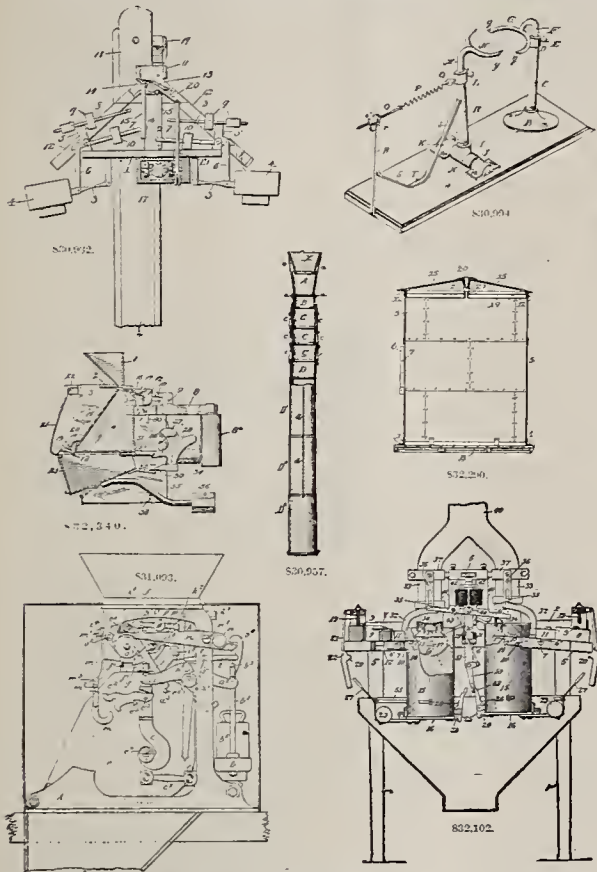
Bag Holder.—John J. Hatin, St. Albans, Vt. Filed February 27, 1906. No. 830,994. See cut.

Issued on September 18, 1906.

Automatic Weighing Scale.—Ferdinand Pelz, Gliesmarode, Brunswick, Germany. Filed May 9, 1905. No. 831,093. See cut.

Issued on September 25, 1906.

Grain Car Door.—Talbot Lennox, Chicago, Ill.



assignor to McGuire-Cummings Mfg. Co., Chicago, Ill. Filed December 31, 1906.

Issued on October 2, 1906.

Automatic Weighing Machine.—George F. Turner, Brooklyn, and Charles E. Vail, New York, N. Y. Filed December 17, 1904. No. 832,102. See cut.

Storage Bin.—Eugene Brown, Colfax, Wash., assignor of one-half to George A. Chapman, Wilbur S. Yearsley and Charles E. Scriber, Colfax, Wash. Filed April 28, 1906. No. 832,290. See cut.

Automatic Weighing Device.—Jacob Renz, Columbus, Ohio, assignor of one-half to A. Kessler, Columbus, Ohio. Filed September 25, 1905. Renewed September 4, 1906. No. 832,340. See cut.

Galveston has a new ordinance making it a misdemeanor for any person to be found loitering about or entering any grain cars or other cars and imposing a penalty of not less than \$5 nor more than \$25 for each offense. But this ordinance only protects cars and their contents "north of Avenue A." So that to "loiter about or enter cars" in any other portion of the city is not an offense under the terms of this ordinance. Of course a person caught stealing from a car anywhere in the city can be prosecuted upon a charge of theft, but the intentions of the framers of the "grain ordinance" are not respected, as the law not applies. Incidentally it may be mentioned that a large percentage of the railroad tracks in the city are no longer north of Avenue A, but south thereof. Naturally the grain cars eventually find their way to the wharf tracks to get to the elevators, but while on other tracks it is not an offense to loiter about or get into them if not locked or sealed. Several cases were up before the corporation court recently and four cases were dismissed because the grain cars were stationed on Postoffice Street tracks. Of course the defendants declared their intentions were only to pick up some "stray grain to feed their chickens with."

DEMURRAGE IN UTAH.

Grain men in Utah are endeavoring to secure a readjustment of the demurrage problem, and are asking time without demurrage to inspect the contents of a car in transit. A. H. Vogeler of the Vogeler Seed and Produce Co. presented the dealers' arguments in this way:

The dealers argue that they have a right to examine a car of grain sent from one point to another via a given point at this given point. As an illustration, they say a dealer in Salt Lake who secures a car of grain from some outside point and is shipping it to another point has the right to examine the car when it arrives in Salt Lake en route to the consignee. When a shortage in weight is discovered or some grain spoiled, the Salt Lake dealer should have a right to discover and remedy these defects in the consignment for which he is held responsible. After this time had been consumed it would be perfectly just on the part of the railroad to charge the regular demurrage rate of \$1 per twenty-four hours for cars held. We are not asking for the addition of twenty-four hours to the forty-eight hours' time now allowed by the railroads on cars held at points of diversion. If a dealer ships a car of grain to a certain point when no sale is made, and the car is held for some time while a sale is being made, it is only right that the dealer should pay for the car he is holding under these circumstances. But he should be allowed to examine his grain before it goes past him on its way to the buyer. We feel that we are not asking for anything which should not be ours and do not expect that the railroads will fail to see the justice of the change we want.

The protest was made to representatives of the Oregon Short Line, the Rio Grande Western and Salt Lake Route on September 28, and is practically the same privilege now allowed shippers of ore.

RAILROADS AND THE CROP.

It has been a source of wonder to the country that the wheat movement in the Northwest should fail to show evidence of the liberal crop that has been raised this year. It has given rise to rather extravagant market gossip in which it would appear that the three states have not raised any wheat.

While the trade expects that the railroads will find their equipment inadequate to handling the first run of offerings without congestion, it was confidently anticipated that they would do as well as last year. Farmers' deliveries have probably been light, due to bad weather, but enough has been marketed, or at least stored in country elevators, to make a bigger terminal movement. It was reasonable to feel assured that wheat would come forward in about the same volume that it did last year.

From all reports the railroads made good preparations to take care of the crop in the matter of furnishing freight cars. Elevator companies say that the sidings are blocked at many points by loaded cars, but that there are no engines to move them, and as a consequence, while country receipts are piling up, there is no evidence of this accumulation at the terminal markets. The railroads appear to have about all their motive power engaged in moving live stock, although there is some assurance that the heavy run in that line is about over and that more attention will be given the grain. That this is true is inferred by the report that engines have been sent to relieve the congestion at interior points.

While there is undoubtedly a large volume of grain awaiting shipment, offerings from first hands have not reached the proportions where storage room is all taken up and the grain dumped on the siding, such as happened last season, although it is possible that it may come. Adverse weather in many portions of the Northwest has kept the movement down and the price has undoubtedly had something to do with it. Still, with the railroads showing some eagerness to relieve the interior, stocks at the terminal points will begin to accumulate, whether the crop is big, moderate or little.—Minneapolis Market Record, October 4.

The annual corn exhibit contest of the Iowa Corn Growers' Association will be held at Ames on January 1 to 13. Among the prizes is the Whiting Trophy, founded three years ago by Hon. W. C. Whiting at a cost of \$450, to be competed for in the ten-year sweepstakes class. Then there is the Wallace's Farmer \$200 trophy annually awarded to the farmers' clubs exhibit; the \$100 Farmers' Tribune Trophy for the winners in the team judging contest, and the Allee \$100 Trophy, offered as the grand championship sweepstakes prize for the

best single ear of corn. Iowa now holds the \$1,500 trophy given by the Hon. A. E. Cook of Odeholt. This trophy is annually contested for by the students of the different agricultural colleges in the international contest. The other prizes offered are as follows: Three gasoline engines, three corn planters, three corn cultivators, one set of wagon wheels, one corn weeder, six hog waterers, three corn sorters, one sprayer, ten 1-gallon cans chloro naphtholeum, one 25-pound sack stock food, one 8-pound package hog remedy, two 1-gallon cans lice killer, two 1-gallon cans carbolic dip, three \$25 premiums, two hushels seed corn, three Duroc Jersey Gilts.

CAR SERVICE PROBLEM.

The South Dakota Railroad Commission has before it a car service problem called to its attention by the Farmers' Elevator Company of Delmont, Douglas County. This company has been in the habit of charging 1 cent per bushel for loading grain into cars, the company acting simply as loading agent for farmers in that locality who desire to ship grain to market on their own responsibility. The farmers take their grain to the Elevator Company, and instead of selling it outright to the company, simply engage the services of the company to load the grain into cars for them.

As the scarcity of cars already is causing both the railroads and the shippers a great deal of annoyance, the Railroad Commissioners have been striving to minimize the trouble by having the railroads distribute cars with a view of first supplying the points where the cars are most needed. In the case of Delmont, the Elevator Company has complained to the Railroad Commissioners that it could not get its required number of cars, but the railroad company claims that it has furnished the elevator in question with cars, and asserts that the cars which have been given to farmers for individual shipments and loaded at the elevator must be charged up to that particular elevator, and that the Railroad Commissioners shall give the railroad company credit for having delivered the cars to the elevator in compliance with orders.

The Elevator Company, on the other hand, claims that the cars used by farmers for private shipments should not be charged to the Elevator Company, because they are not loaded with grain purchased by the company, the grain with which the cars are loaded being simply stored in the elevator and shipped by the farmers individually.

The Elevator Company further claims that the charging up of the cars to the elevator deprives it of cars which it would load with its own grain. The Elevator Company asks the Railroad Commissioners to have additional cars in which it may load its own grain supplied to it by the railroad company.

The case is under advisement.

FARMERS WARY.

E. R. Williams of Boston says: "The elevator and milling interests of the Northwest have, without doubt, had an interesting time the past two months in their customary annual endeavor to purchase from the producer at the very lowest practicable price level a substantial portion of his wheat for early or remote delivery.

"This work, so comparatively easy a few years since, has become to a large extent almost as difficult. The farmers of to-day are as a class financially strong and independent. They are in a position to sell when their judgment dictates and not through compulsion, and are almost as well informed of the market influences and price changes as the average trader.

"The disappointing extent of the spring wheat crop, both in our own and the Canadian Northwest, the unprecedented size of the durum wheat yield, with proportionate loss of bread-making grain and the inferior character of a liberal percentage of the latter, all conspire to render farmers slow sellers at a price range around 10 to 12 cents under last year.

"The traditional 'poor but honest' farmer is an apt scholar, particularly like untold others, in matters affecting his pecuniary welfare, and the lessons so well learned are not readily forgotten."

Duluth is the durum wheat market of the Northwest, Minneapolis prices being based on Duluth less the cost of forwarding here. Last year conditions in various parts of the world produced a strong demand for durum and this year it is demonstrated beyond doubt that the demand is bound to be a growing one in spite of conditions in any particular market. Durum wheat is now finding a market in northern Europe, which is a new field. It is taking the place at present of the rye crop which was a failure in that part of the world, but the market generally is broadening for durum wheat in foreign countries as a general proposition.

INSPECTION ONLY AT TERMINALS.

The attorney-general of Washington has ruled on a warehouse receipt issued by an interior warehouse in which it is provided that "the grain is subject to 'all claims for bags and twine furnished,' and also that the warehouse will not be responsible for weights or grades, except at the warehouse where issued." He says:

"The warehouse man issuing the receipt in question cannot be prosecuted for adding to the statutory form of warehouse receipt the conditions and terms complained of.

"The state grain inspection law does not apply to country warehouses, but only when wheat is shipped to designated terminals, such as Seattle, Tacoma and Spokane. The warehouse man must deliver the identical wheat designated in the storage receipt. Otherwise he will be held responsible for weights and grades. He can hold out pay for only the sacks and twine used to contain the wheat specified in the storage receipts, in which the proper number of sacks is always particularly designated."

Grain handlers at Portland, Ore., are out on a strike for an increase in wages from 35 to 40 cents an hour. As a result the O. R. & N. will deliver no more wheat in Portland until the difficulties are adjusted, and the grain export trade for the season is being handled largely from Puget Sound.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FEED BAGS.

Sewing twine, etc., for sale. Bottom prices.

WILLIAM ROSS & CO., 57 S. Water St., Chicago.

\$9,000 STOCK GOODS—IMPROVEMENTS \$3,500.

For sale, a general store, dry goods, groceries and hardware, in a good small town right in the great wheat belt. Will take some trade. Address

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Canada peas, garden peas, marrowfat peas, garden beans, pigeon feed. Carloads and less. Let us know your requirements.

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Good mill and elevator located in fine wheat country. Favorable terms. Address

F. S. R., Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

A BARGAIN.

For sale, 25,000-bushel elevator, with coal business; in Indiana. Ship 175 cars corn and oats per year; \$7,500 cash if taken at once. Address
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We have a large list of extra good bargains in elevators, first-class locations, doing good business. Write for prices and descriptions, giving location you prefer. We furnish managers and buyers for elevators and secure positions for men who wish to change their location. If interested in an elevator or milling proposition be sure and write to us.

IOWA MILL AND ELEVATOR BROKERS, Independence, Iowa.

FOR SALE.

Modern 20,000-bushel capacity elevator; 12-horsepower gasoline engine; dump scales. Grain receipts last year 157,000 bushels. Located in the best grain section in eastern Minnesota, on C., M. & St. P. Ry. Write

R. E. JONES CO., Wabasha, Minn.

FOR SALE.

Old established grain, coal and lumber business, with elevator and accessory buildings, for sale. Stock includes grain, coal, lumber, tile, lime, etc. Good reasons for selling. Twenty-six miles from Chicago on C. & N.-W. Railway. Address

H. F. BATTERMAN & CO., owners, Palatine, Ill.

ELEVATORS FOR SALE.

In Minnesota, North Dakota and Iowa. On my list at present is a line which includes a good cleaning house. Coal is sold at each station and the property is earning a good income. For information concerning any of these houses address

H. A. WERNLI, 713 Chamber of Commerce, Minneapolis, Minn.

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One 60-horsepower slide-valve engine, with automatic cut-off governor. This machine is in fine condition. For price and particulars write to

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A. H. McDONALD, 38 W. Randolph St., Chicago.

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One No. 2 Barnard's Improved Double Screen Corn Cleaner, 500 to 700 bushels' capacity. Thoroughly refitted, practically as good as new. Low price.

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One Houston Stanwood-Gamble engine, 14x20, 60 horsepower.

One boiler, 120 horsepower, 74-4-inch flues.

One pump, 6x8.

One boiler feed heater.

One smokestack.

One fire front, grate bars.

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One No. 5 Eureka Separator.

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To get in communication with Mr. E. N. Davis, or learn his present postoffice address. Will gladly pay for information. Mr. Davis is a millwright. Address

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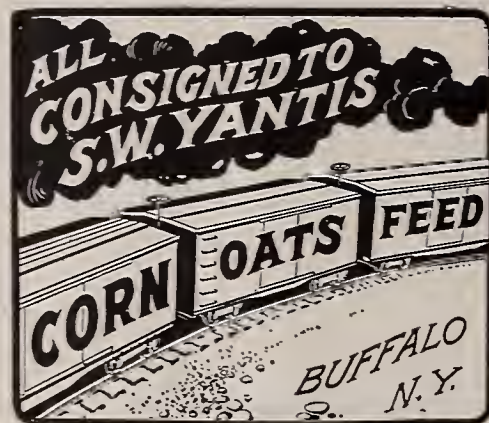
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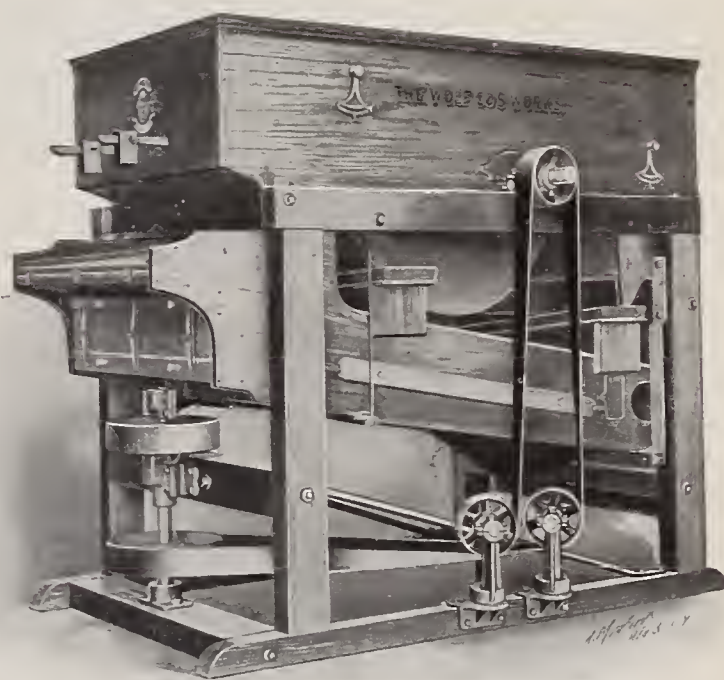
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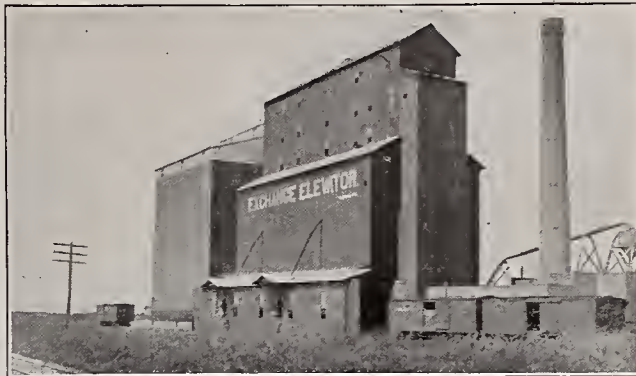
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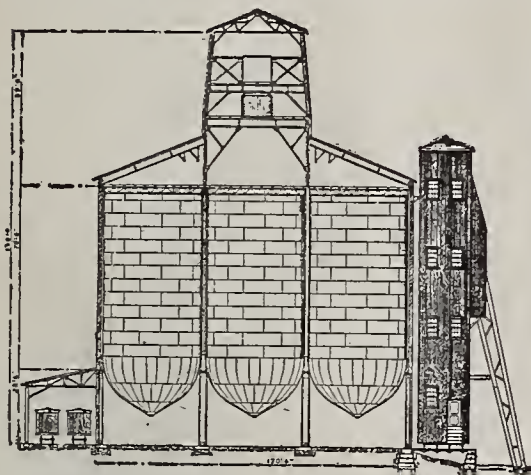
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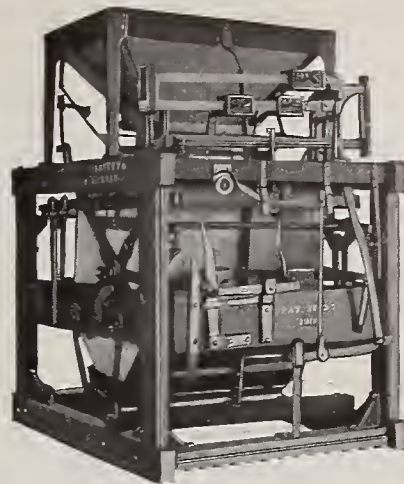
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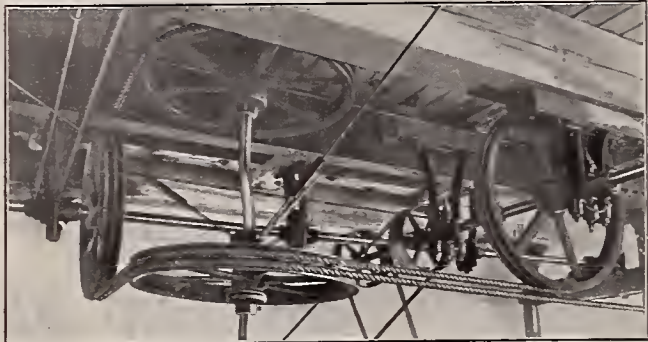
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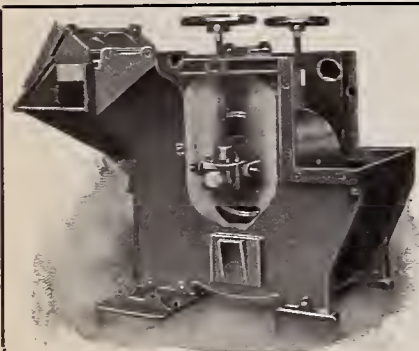
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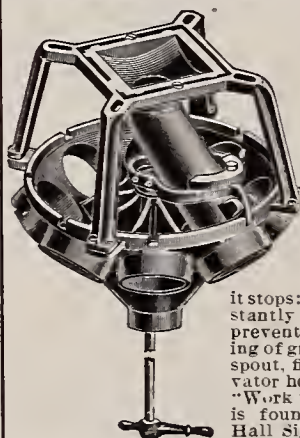
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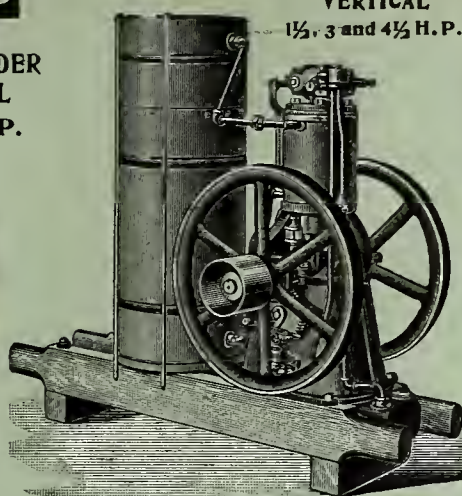


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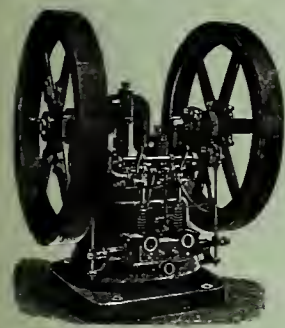


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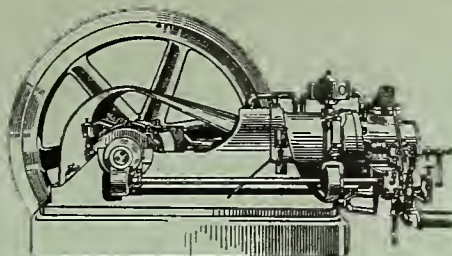
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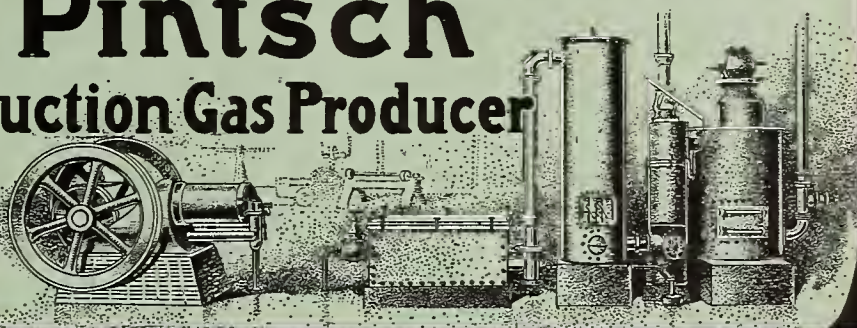


OLDS Engines

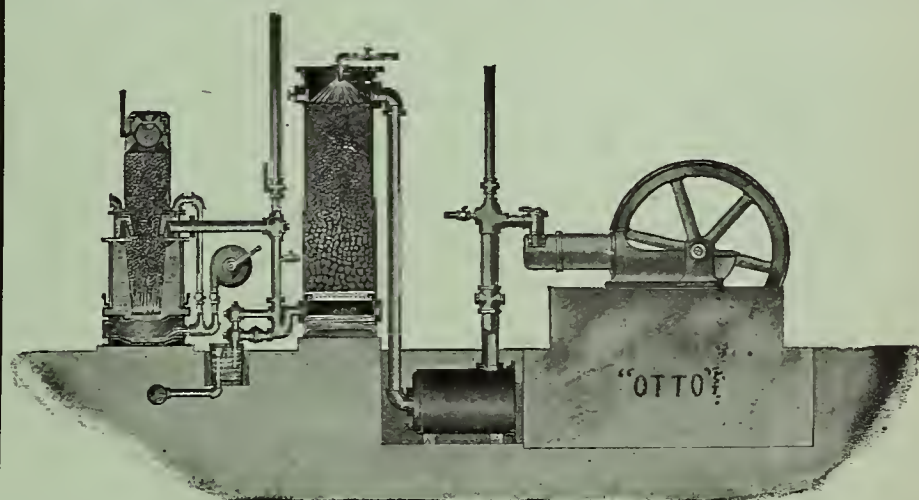
OLDS Gas Engines and Pintsch Suction Gas Producers are built in the same plant—the engines are simple, economical and reliable (2 to 1,600 h. p.—producers 2 to 2,000 h. p.) and save 50 to 75 per cent of your fuel cost. We know each complete plant (producer and engine) will run right before it leaves the factory, perfectly adapted to the coals you will use. Operating costs are 1-3 to 1-5 of steam, ½ of gasoline. Especially adapted for grain elevators. Three-fourths-inch shells where others use one-eighth inch; every elbow, cross or tee fitted with cleaning holes; double closing changing hopper; special shaking grates that remove clinker troubles.

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Flour, Feed, Millstuffs and Grain

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PLATTE, SO. DAKOTA
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Gentlemen:

We have been using one of your No. 4 gas producers and a No. 11 gas engine for the past six months running our 80-barrel flour mill and our elevator in connection with the mill. We run 12 hours every day and use about 600 pounds of anthracite pea coal for the 12-hour run. The engine and producer work easy and with very little attention. It is the cheapest running power plant we know of. We can start our feed mill any time when we are running flour mill at full capacity and grind from 15 to 20 bushels of feed per hour, and the engine takes the extra load without any perceptible difference in the work of mill or engine. We are well pleased with the power plant.

Yours very truly,
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The words reliability, economy and satisfaction mean something when applied to "OTTO" engines and producers.

THE OTTO GAS ENGINE WORKS. PHILADELPHIA, PA.



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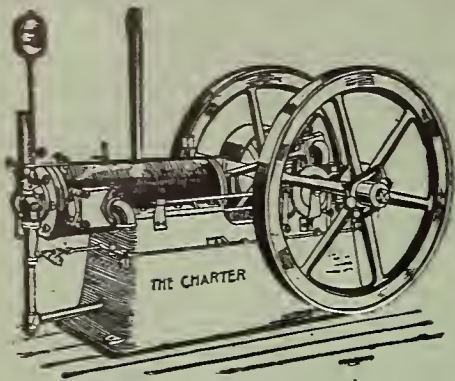
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- (1) It is Easy to Handle.
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Stationaries
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IN GRAIN ELEVATOR 15 YEARS

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CHARTER GAS ENGINE CO.

400 LOCUST STREET,

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YOU'LL BE ARRESTED

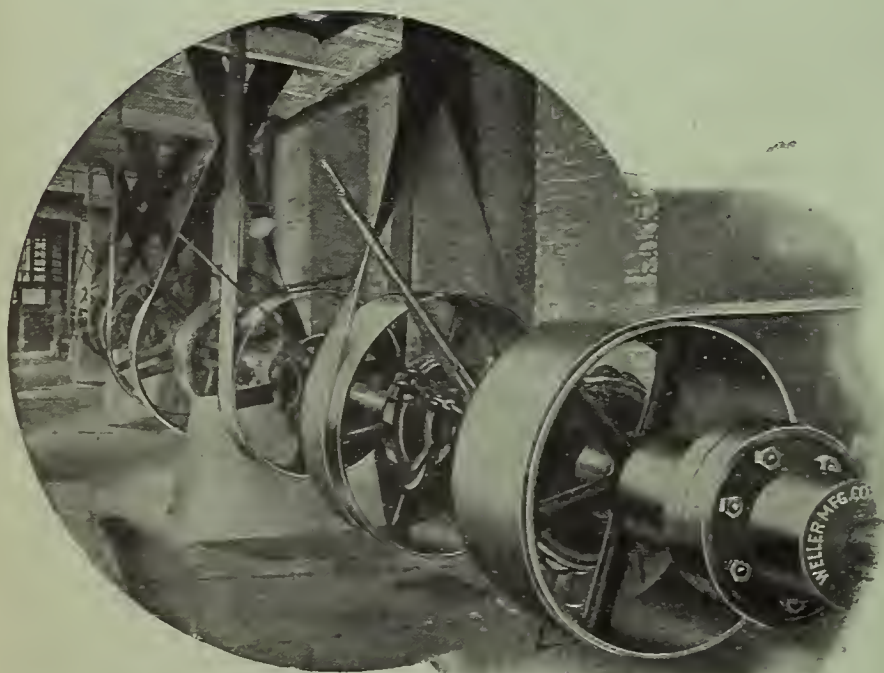
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My collector is at your service. Write for particulars.

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capacity 3,500,000 bushels. The complete equipment of ELEVATING, CONVEYING and POWER TRANSMITTING MACHINERY for this Mammoth Elevator Terminal System was furnished by

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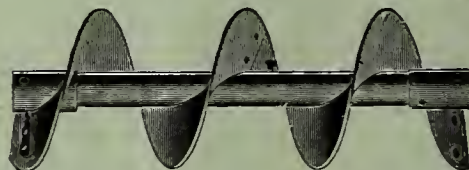
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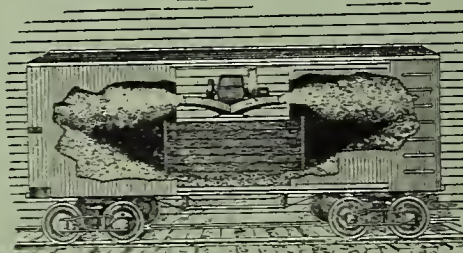
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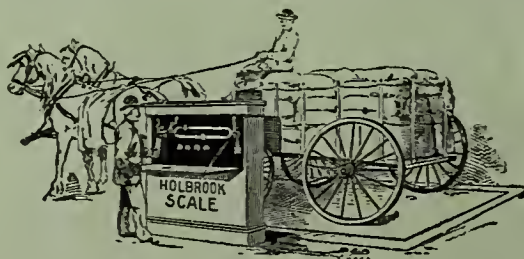
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and load cars cheaply and satisfactorily. Our loader will pay for itself in a very short time, and then the saving it makes will be clear profit. Write for testimonials.

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